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HONGKONG, FRIDAY, FEBRUARY 13TH, 1925

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號三十月四年四十國民華中

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### WEEK DAYS

Stations	Dep.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon	Dep.	6.40	9.15	10.30	12.00	1.15	4.35	5.50	7.10
Yanmat	Dep.	6.50	9.24	10.39	12.09	1.24	4.44	5.59	7.19
Shatin	Dep.	7.02	9.36	10.51	12.21	1.36	4.56	6.11	7.31
Taipei	Dep.	7.16	9.49	11.04	12.34	1.49	5.09	6.24	7.44
Taipei Market	Dep.	7.21	9.53	11.08	12.38	1.53	5.13	6.28	7.48
Fanning	Dep.	7.32	10.03	11.18	12.48	2.03	5.24	6.39	7.58
Sheungshui	Dep.	7.38	10.07	11.22	12.52	2.07	5.28	6.43	8.02
Shumchun	Dep.	7.42	10.13	11.28	12.58	2.13	5.34	6.49	8.08

Stations	Dep.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Shumchun	Dep.	7.21	8.05	10.38	11.40	3.00	4.17	5.13	6.08
Sheungshui	Dep.	7.28	8.12	10.45	11.47	3.07	4.24	5.20	6.15
Fanning	Dep.	7.32	8.16	10.49	11.51	3.11	4.28	5.24	6.19
Taipei Market	Dep.	7.42	8.26	10.59	12.02	3.21	4.38	5.34	6.29
Taipei	Dep.	7.46	8.30	11.04	12.07	3.25	4.42	5.38	6.33
Shatin	Dep.	7.59	8.43	11.17	12.21	3.38	4.56	5.51	6.46
Yanmat	Dep.	8.12	8.55	11.29	12.33	3.50	5.08	6.03	6.58
Kowloon	Dep.	8.20	9.03	11.37	12.41	3.58	5.16	6.11	7.06

### SUNDAYS AND PUBLIC HOLIDAYS

Stations	Dep.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Kowloon	Dep.	6.40	8.55	9.15	10.30	12.00	1.15	4.35	5.50
Yanmat	Dep.	6.50	9.05	9.24	10.39	12.09	1.24	4.44	5.59
Shatin	Dep.	7.02	9.16	9.36	10.51	12.21	1.36	4.56	6.11
Taipei	Dep.	7.16	9.29	9.49	11.04	12.34	1.49	5.09	6.24
Taipei Market	Dep.	7.21	9.34	9.53	11.08	12.38	1.53	5.13	6.28
Fanning	Dep.	7.32	9.45	10.03	11.18	12.48	2.03	5.24	6.39
Sheungshui	Dep.	7.38	9.51	10.07	11.22	12.52	2.07	5.28	6.43
Shumchun	Dep.	7.42	9.55	10.13	11.28	12.58	2.13	5.34	6.49

Stations	Dep.	A.M.	A.M.	A.M.	NOON	P.M.	P.M.	P.M.	P.M.
Shumchun	Dep.	8.12	10.38	11.40	3.00	4.17	5.20	6.15	7.06
Sheungshui	Dep.	8.19	10.45	11.47	3.07	4.24	5.27	6.22	7.13
Fanning	Dep.	8.23	10.49	11.51	3.11	4.28	5.31	6.26	7.17
Taipei Market	Dep.	8.33	10.59	12.02	3.21	4.38	5.41	6.36	7.27
Taipei	Dep.	8.37	11.04	12.07	3.25	4.42	5.45	6.40	7.31
Shatin	Dep.	8.50	11.17	12.21	3.38	4.56	5.59	6.54	7.45
Yanmat	Dep.	9.03	11.29	12.33	3.50	5.08	6.11	7.06	7.57
Kowloon	Dep.	9.11	11.37	12.41	3.58	5.16	6.19	7.14	8.05

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[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, January 7th.  
The close of the New Year holidays leaves the position in the League little changed, and there is still promise of a stiff fight among the clubs both at the top and the bottom. Airdrieonians are close on the heels of Rangers for the Championship. Last year Rangers were six points ahead at this date, now they are only three points. The match between these two leaders next month may prove the climax of a glorious contest. Times have changed, a country club is able to challenge the Big Two. Airdrie are to-day what Celts used to be—the bogey club of the Light Blues. Taking a generous view of the outlook, it is quite possible for the men of Airdrie to gain the distinction of League champions of the season. Their team is quite as virtuous as Rangers, and as confident. No other club need be taken seriously. Celts have slipped behind the Hibs, and are not going strong enough to warrant the hope that they will finish fourth. Some half dozen clubs are struggling to escape from relegation.

In the Second Divisions, Dundee United have the best chance for promotion, followed by Clyde.

Outside the League of far the most interesting game to the sporting enthusiasts of soccer was the meeting of those two great amateur clubs, Corinthians and Queen's Park. It is always a sporting affair, and in spite of the wretched weather, the players simply wallowed in a sea of mud—this New Year's Day event was no exception. To the surprise of most people, the Londoners were defeated by the Queen's, 2 to 0.

In the League the most popular game was between Rangers and Celtic, but the result was foreseen. Celts were no match for their old friendly enemies, although the majority was a little too big. Airdrie defeated Falkirk, displaying all their usual fine team balance and spirit. Hibernian in their return game with their rivals from Tynecastle reversed the result of the first meeting, when Heart of Midlothian somewhat unexpectedly won. Snow was falling at Dens Park when Dundee and Aberdeen started their game, but the teams contrived to play clever football. Forward play was the feature on both sides. Dundee excelled only in finishing, and their superiority as marksmen earned them the two-goal victory they obtained.

The week-end matches provided some unexpected results. The outstanding item was St. Johnstone's defeat of Third Lanark, a club which had lately shown much improved form. At Dundee and Kirkcaldy reverses that were not anticipated befell the home clubs. Rangers and Airdrieonians, however, went on winning, the 'Onians, in facing Celtic, having the bigger task. Hibernian beat Kilmarnock in a spirited display on the part of the Ayrshire club that merited a better ending; and Queen's Park in losing three goals at Motherwell were also harshly dealt with, as though there was throughout a balance in Motherwell's favour on play a closer result was due the Amateurs for what was on their part a creditable stand considering their recent heavy engagements.

The third day's play provided some good sport. Principal interest was aroused by the events in which the two rivals for the championship, Rangers and Airdrieonians, were engaged, but, as expected, neither Partick Thistle nor Hamilton Academicals succeeded in even checking the progress of the powerful leading pair. Rangers, however, got an exceedingly close run from their old rivals and were gifted the maximum points, as Chatham, the Partick Thistle centre-half, inadvertently breast the ball past his own keeper, and gave Rangers the only goal scored in the game. The bottom positions were not directly altered, but Ayr United improved their prospects, Aberdeen, and Dundee all met with reverses that worsened their outlook and increased the number of clubs in what is known as the relegation zone. A mild sensation was provided by Celtic's overwhelming victory over Third Lanark—7 to 0.

## RUGBY.

The return encounter between Heriot's F.P. and Watsonians was the only first-class fixture in Edinburgh; it was a total wash-out in Glasgow. Rain and mud, and plenty of both, spoiled all back play, but the forwards seemed to enjoy themselves, and put up a really rousing fight. A draw was a fair result.

## PEDESTRIANISM.

In the 10-mile Marathon at Powderhall, Edinburgh, J. Kerr, of Alloa (scratch), last year's dual Marathon winner—handicap and scratch races—again annexed the scratch award. He was, however, unplaced in the handicap which was headed by W. Blair, Edinburgh. N. Thompson, Chatham, was the winner of the big sprint.

## A ST. ANDREW'S FIRST-FOOT.

It sounds rather casual, almost disrespectful, to say of a New Year that it "blew in." But with profound respect to the latest comer, it has to be recorded that 1925 did blow in, and very thoroughly too. The New Year made an ungenerous gesture to the many Scots who like to include a round in their celebrations. Instead, it kept them in many cases indoors, possibly doing the new "cross-words" or saying some of the old ones. The New Year was better treated by golfers. It was, at any rate, handled by one extremely good Scottish performance. Mr. W. Fowles, one of the best known of the St. Andrew's backmarkers, went round the Eden Course, in 77, when, mark you, "owing to the wet and stormy weather," nearly fifty of the entrants for this competition did not venture out at all. Even from his net 2 mark Mr. Fowles had the only net

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score of under 80. Mr. Fowles, there-

fore, first-footed St. Andrew's golf with

distinction. There is some mystery, and

this performance recalls it, as to why

the resident golfers of the famous town

do not cut a better figure in full-dress

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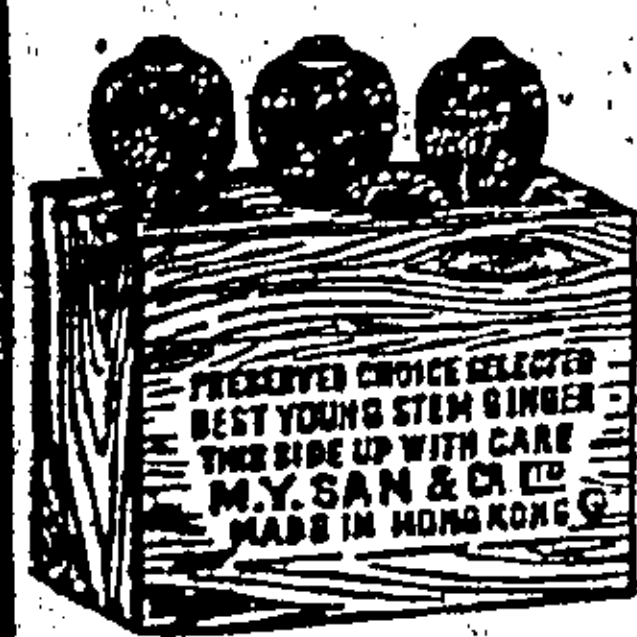
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### CHINA'S ECONOMIC PROGRESS.

In a comment on the Chinese Customs collections for the year 1924 which reached the unprecedentedly high figure £12,732,700, the *Times*, in its City Notes columns, said recently:

It is a remarkable feature, sometimes forgotten, of Chinese economic progress, that it continues from year to year steadily in spite of chronic civil disorder, warfare, brigandage, and piracy, which prevail in many parts. Quite unaccustomed during the whole of their long history to anything which, from a Western standard, approaches good government, the 400 millions of the Chinese people—most of them industrious, law-abiding, frugal and, within a certain narrow range, very capable—have learned to carry on their avocations in what to a less hardy people would seem to be quite impossible circumstances. China's millions have to live somehow, so to speak, till their soil, maintain a rough and effective village government which goes on, indifferent possibly to the dissensions among the more highly placed, and they do get their produce distributed through the country and to and from the Treaty ports.

#### IMPORTANCE OF TREATY PORTS.

The Treaty-ports—the places of entry and egress for the foreign trade—are kept going by the Maritime Customs, with its Foreign Commissioners, who collect the revenue, support and advise the local officials, and being in the Chinese Service, and yet foreign (with the prestige attaching thereto), are able to serve as a *point d'appui* upon which trade maintains itself. So, in spite of much disorder, business goes on, and in spite of every discouragement it seems that the national wealth is slowly but surely increasing. Given a good native government and the maintenance of something approaching civil order, so great are the qualities of the people that China might rise to a high economic plane. That day is not yet, and until it comes, foreigners of all nations, and notably of the British Empire, must give all the help and sympathy then can, but, above all, it is essential that they should see that the Treaty-port system is maintained—that alone makes the foreign trade possible.

#### MALAYAN COLLIERIES.

SENSATIONAL RESIGNATION OF DIRECTORS.

There has been a remarkable development in the affairs of Malayan Collieries, Ltd., resulting in the resignation of the "independent" directors appointed some time ago, states the *Times of Malaya* in its issue of January 22nd.

At the recent meeting, when a resolution was submitted in connection with the removal of the duties of Managing Agents from Messrs. J. A. Russell & Co., the voting was formally declared to have gone against the Russell interests by a majority.

It is now stated that certain votes were counted that were in fact not properly cast, and that their exclusion from the count will reverse the decision of the meeting, giving a majority to the Russell interests. The attention of the new board was directed to the matter, and, we hear, they were told that unless they took the necessary action in the matter an application would be made to the court for an injunction.

Following upon what amounted to an ultimatum, the directors met. They were legally advised that the votes in question should not have been included in the count. Thereupon, with one exception, they tendered their resignations.

The directors who have resigned are Messrs. D. H. Hampshire, A. Hengeler, H. B. Egmont Hake, and Chew Kam Chuan. The exception is Mr. J. A. Russell, who at the moment remains the only director of the company.

### HONGKONG SHARE MARKET. CLOSING QUOTATIONS.

FEBRUARY 12TH, 1925.

Hongkong and Shanghai	\$1,230 b.
Banks	\$755 nom.
Canton Insurance	\$710 nom.
Hongkong Fire Insurance	\$355 b.
Union Insurance	\$355 b.
Douglas Steamships	\$58 b.
H.K. & M. Steamships	\$38 b.
"Star" Ferries	\$78 b. & sa.
Waterboats	\$172 nom.
"Shall" Transports	\$92 b.
China Sugar	\$23 nom.
Langkate (combined)	\$206 s.
Whampoa Docks	\$145 b.
Shanghai Docks	\$110 b.
H.K. & S. Hotels (old)	\$171, (new) \$17.10 b.
Hongkong Land	\$100 b., \$101.1/102 sa.
Hampshire Estates	\$12.40 nom.
Ewo Mills	(old) \$1.60, (new) \$1.60 nom.
Shanghai Cotton	\$1.40 nom.
Oriental	\$1.40 nom.
Comitia	(combined) \$22 s.
China Lights	(old) \$27 b.
Provident	(old) \$163 s.
Dairy Farms	(new) \$2.70 nom.
Electric	\$264 nom.
Hongkong Ropes (combined)	\$58 nom.
Tramways	\$54 b., 55 sa.
Watsons	(old) \$22 (new) \$14 nom.
Peak Tram	(old) \$25 s.

b—buyers; s—sellers; sa—sales.

#### FOOCHOW TEA EXPORT.

The tea export from Foochow this season (1924-1925) amounted to January 20th to 10,430,830 lbs. as compared with 10,187,269 lbs. on the corresponding date last year.

#### GREEN ISLAND CEMENT CO.

In the advertisement of the Green Island Cement Company's annual meeting yesterday the date of the closing of the transfer books was incorrectly printed. The transfer books of the Company will be closed from Wednesday, the 18th February, until Tuesday, March 3rd, both days inclusive.



### Promoting Happiness

I'm always happy, sir, and when you're happy yourself you promote the happiness of others.

I'm happy because I bring happiness—in the form of Kensitas—into the lives of all smokers of discrimination and taste, like yourself, sir.

You know—as I always say—"There's only one thing as good as a Kensitas, and that is another Kensitas."

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bade the sun stand still!

**WILLIAM FOX**

not only halts Father Time  
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## NERO

the nightmare history of

the last and most hated of the Caesars  
Twelve gorgeous reels

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An amazing achievement; absolutely authentic!

Painted in all the lurid colours of  
the tenth satire of Juvenal.

The most magnificent film play ever  
projected on a screen!

See **NERO**

at the height of his power.

A madman with his foot on  
the neck of a trembling world!

See **ROME**

burning at his mad caprice,

while the enraged populace

batter at his gates and

overthrow his statues.

SEE

the massacre of the Christians,

the great chariot race

in the Circus Maximus

and the final cataclysm!

SEE ALL THIS AND MORE

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**BISCUITS.**  
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## LAST WEEK OF WHITEAWAY'S SALE

FEBRUARY 9th to 14th  
ALL ODDMENTS MUST BE CLEARED.

**DOLLAR DAY**  
ON  
**MONDAY, FEBRUARY 9th**  
THOUSANDS OF BARGAINS.

DO NOT MISS THESE.

TERMS STRICTLY CASH.

**WHITEAWAY, LAIDLAW & CO., LTD.**  
HONGKONG.

## OUR LONDON LETTER. RUSH FROM ENGLAND FOR A CONTINENTAL HOLIDAY.

A CONTRAST WITH THE DAYS OF  
DICKENS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, January 3rd.

A FAMOUS CARTOONIST.  
The news comes to hand as I am writing this article of the death of Sir Francis Carruthers Gould, who was for many years on the staff of the old *Pall Mall Gazette*, and after that journal had changed its politics with a change of proprietor, went on then *Westminster Gazette*. I used to see a good deal of him at one time when he was in London, but for some years he had made his home in Devonshire, and there he has passed away at the age of 81.

Many readers abroad will recall with pleasure the cartoons that appeared over the familiar initials, "F.C.G.," and the curious thing was that Gould had never been trained as an artist. He was on the Stock Exchange until he discovered his gift when he was middle-aged. A life-long Liberal and Free Trader from conviction, he found his opportunity when Mr. Chamberlain started the "raging, tearing campaign" in favour of Tariff Reform a quarter of a century ago. One feature of his work was that he could "get home" on his victims in the political sense without giving personal offence. He may be said to have climbed to fame on Mr. Chamberlain's monochrome; he represented the great man usually as some animal—generally a wolf or a dog—and always with an eye-glass.

A caricaturist of such proved ability was a tremendous asset to the Liberal and Free Trade party. It is pleasant to know that nowhere were the cartoons of "F.C.G." more appreciated for their wit or less resented for their severity than by Mr. Chamberlain himself, although I believe on one occasion he complained to Gould in a quite good-humoured way about being represented so often as a small dog.

THE CHRISTMAS MAILS.

There is a great rumour over the delay that has been made by the Post Office in delivering the mails at Christmas. Letters posted on December 22nd were not delivered for four or five days after Christmas. Complaint has been so vehement in the newspapers that the Postmaster-General has seen fit to make an official apology in the hope, it may be presumed, of placating public opinion. The cause of the muddle is the unprecedented quantity of letters and parcels that have been sent through the post this Christmas. As an instance, in Central London alone (leaving out the suburbs) over 2,000,000 more letters were posted in the three days preceding Christmas Day, the total handled in that period in Central London being nearly 11,000,000.

There is the same story in regard to the overseas mails, both the inward and outward traffic, and it appears that in this case, also, the explanation is a phenomenal increase of letters and parcels. The Post Office was literally "snowed under." One result of the outcry by the Press is that the Government has decided to set up a Committee of business men to consider the management and organization of the Post Office. This is welcome news, and the appropriate comment is that there seems to be ample scope for the activities of a group of business men in overhauling the present official methods. They may even recommend a return to penny postage!

POET AND BOHEMIAN.

An extraordinary literary man and journalist has gone in Mr. T. W. H. Crosland, humorist, critic, and poet, who died in penury this week in a London tenement. He was probably most widely known as the author of "The Unspeakable Scot," and he also wrote other books in which he turned the shafts of satire on racial traits, and the Welsh in "Taffy, was a Welshman," and the Irish in "The Wild Irishman." He attacked the entire sex in "Lovely Woman."

As a poet Crosland did some really good work as a writer of patriotic verse, some of which contained both beauty and passion. Of himself he once wrote in the manner of W. E. Henley:

"It matters not how stiff and sheer,  
The climb—how difficult the sum;  
I am the man they've got to hear!  
I am the man that's bound to come!"

Crosland certainly "arrived," as the French say, but it was not in orthodox fashion, and such was the temper of the man and his peculiar habits that he made more enemies than friends. For some time he edited the *Outlook*, and figured in many law cases. He claimed that on one occasion as editor he kicked Cecil Rhodes downstairs.

AT THE PARTY.

For years Fleet Street has been vastly amused by stories of Crosland's freakish doings. One of the most typical I recall had its setting in Stafford House where, as a journalist he attended a big party which included several bishops and half the peerage. When tea and coffee were brought round Crosland instructed the footman to bring him a bottle of whisky. Crosland helped himself liberally, took a page from his notebook, wrote his name on it, tied it round the neck of the bottle, marched across the room and put it on the great mantelpiece, and during the afternoon helped himself as occasion required.

Although when he liked he had perfect manners in society, and was courteous to women he dressed in the most untidy fashion imaginable. But we betide anyone who attempted to take a liberty with him. He had a gift of vitriolic invective which was devastating. When he had money he spent it lavishly; he would, for instance, call a taxi to take him across the street. Personally I should describe him as the last of the literary Bohemians.

A London clergyman, Rev. A. W. Francis, Vicar of All Saints, Islington, has started a new movement in the Church called the Guild of Publicans. The membership will be open to all publicans, their families and staffs. Mr. Francis considers it is utterly wrong, and as un-Christian as it is intemperate, for the Church—or rather a narrow-minded section of her members—to create complete estrangement with "the Trade." The publicans, he says, "have been taught to feel that they were looked down upon by ecclesiastics of every rank and position very keenly, and I as a priest, feel it too." So he is out to break down what he calls a "false barrier." He says that he has found that publicans are jolly good fellows and possess unblemished characters.

On the question of character I am sure Mr. Francis is right. Before a man can obtain a licence to carry on a public house his whole life's history is gone into very deeply. Mr. Francis held a service in his church on a recent Sunday which was attended by 413 publicans at their own suggestion. It will be the object of the new Guild to band together in a religious atmosphere all those employed in running hotels or public houses.

WINTER HOLIDAYS.

By all accounts the flight from England to the continent for the Christmas holidays was larger than ever this year. Moreover, the English seaside places never had so large a crowd of visitors. Paris was the favourite resort of those with limited time at their disposal; but the exodus from here was to Switzerland. It is now, of course, the "correct thing" to patronise one or other of the Swiss mountain resorts in mid-Winter for the various games carried on amid ideal surroundings—high altitude with air that braces one like champagne (without a headache in the morning), the eternal snow that permits of outdoor sports, and glorious sunshine.

THE OLD STYLE.

There have been many regretful references in the papers to the passing of the old-fashioned Christmas. What would Charles Dickens have said, it is asked, if he could have stood on Victoria Station and seen the Continental trains leaving day after day in triplicate? The Dickens conception of Christmas centred round "the Home," with a big log on the fire, and plenty of feasting and fun of the homely sort by large family parties. There was a kindly spirit, and a sense of happiness and goodwill.

But whatever Charles Dickens may have thought or said, the change is inevitable due to changed conditions. We are living in another age. If we think of our great-grandfathers as sturdy champions of the home, nobly resisting the allures of the Christmas Day seaside hotel, we give them credit to which they are not very certainly entitled. On the face of things, it is very possible that the principal reason why they ate their Christmas dinner at home was because there was nowhere else to eat it. And besides there was no scarcity of servants in Victorian days!

BIRTHDAY HONOURS.

Mr. Baldwin is generally commended with respect to his first list of honours. It is quite appropriate in the case of a Government new to office that the New Year's Honours List is singularly free from political bias. It is also for the same reason a very short one. There is one Earl, Viscount Jellicoe, three Barons, one of them Sir John Bradbury who has done good work on the Reparation Commission, nineteen Knights, and two O.M.s.

In the main public interest centres in the bestowal of the Order of Merit, an order which, as is well known, confers no precedence. Sir Ernest Rutherford is the leader in physical science in this country, and his name is familiar to all. The Order of Merit is a "breaking up" of the honours, and it is a pity that the Order of Merit is a "breaking up" of the honours, and it is a pity that the Order of Merit is a "breaking up" of the honours.

I dare say as time goes on and women enter more and more into the professions and public life the names of members of the sex who prominently in the honours lists. On this occasion Mr. Baldwin has singled out two women for distinction. Mrs. Henry Fawcett and Miss Ellen Terry become Dames of the British Empire. The veteran actress, who is 70, made her stage debut in 1850. Altogether, it appears that Mr. Baldwin in conferring honours has shown care to recognize people identified with the permanent life of the country, which is a welcome improvement on the old system when the fountain of honour played for those whose well-filled purses could make the wheels of the political party machine go smoothly round.—H.B.

## THE PARADOX OF CHINA.

A writer in *The Times* signing himself "Far East," points out that a message from that paper's Peking correspondent which appeared on January 3rd is calculated to convey a more favourable impression than the actual facts justify. He says:—

The problem of reducing currency, in this case Haikwan taels to their sterling equivalent is beset with pitfalls, but if the average rate of exchange for the year 1924 be taken at 3s. 3d., which is probably approximately correct, the Customs receipts would appear to have been as follows:—

	Haikwan Taels.	Average exchange rate.	Sterling Equivalent.
1920	49,819,383	3s. 3d.	16,919,002
1921	54,462,844	3s. 3d.	18,764,882
1922	58,634,230	3s. 3d.	20,039,931
1923	63,504,251	3s. 3d.	21,647,053
1924	69,550,000	3s. 3d.	23,445,770

While, therefore, it is true that the currency and revenue, in terms of Chinese currency, has increased in each of the last four years, the figures are not necessarily indicative of an increased annual trade, and three main factors should be considered in assessing their value as a guide to the trade of China:—

(1) The fall in exchange gives the Customs more revenue in Chinese currency. (2) A revised import tariff came into force on January 17th, 1923, the object being to make the duties equivalent to an effective 5 per cent. ad valorem, and a rich revenue was confidently expected in 1923. In fact, the actual advance in revenue collection fell below expectations, and but for the increased duty it is clear that the revenue for the year 1923 would have been less than that for 1922. This point must also be borne in mind in connection with the returns for 1924.

(3) The Customs revenue is collected from imports and exports, though in respect of 1924 it is not yet possible to apportion it. Figures for 1923, however, show that the total value of imports (not revenues from imports) was less in 1923 than in 1922, while the value of exports than in 1922, it may well be that the 1924 imports have been a further decline and that exports have increased.

It is difficult to see how there can be any revival of business on a considerable scale until the outcome of the political struggle in Peking becomes more defined. Although an analysis of the returns for 1923 shows that the British Empire's share of the foreign trade was about 41 per cent., it should not be overlooked that Hongkong contributed nearly two-thirds of that share, and in this connection the fact that Hongkong is a distributing centre for South China should not be forgotten.

## JAPANESE SHIP ON FIRE.

"ALTAI MARU" BEACHED AT  
BELAWAN.

Very extensive damage and the death of two members of the crew has been caused by the fire which broke out on the O.S.K. steamer *Altai Maru* on Saturday January 31st and lasted for four days.

The *Altai Maru* was on her way from Bombay to Japan with a cargo of 35,000 bales of cotton when fire was discovered in one of the holds when forty miles north of Belawan. After attempts to extinguish the fire had failed the captain beached the ship outside Belawan.

The fire, which spread to four out of the seven holds, destroyed a large portion of the cargo, and eighty per cent. of it is estimated to be lost, owing to the flooding of the holds. The most serious damage, however, has been done to the vessel, the whole of the bridge superstructure having fallen. Two members of the crew have been killed, probably in the collapse of the bridge.

Following a report by Lloyd's Surveyor, the *Altai Maru*, which is a vessel of 4,847 tons net, will probably be towed to Singapore for repairs.—*Straits Times*

## EPIDEMICS IN THE FAR EAST.

LEAGUE OF NATIONS BUREAU  
OF INFORMATION.

Dr. Norman White, head of the League of Nations Epidemics Commission and former Sanitary Commissioner for India, has arrived in Singapore and opened an information bureau which will deal with the question of epidemics and which will serve as a Far Eastern branch of the Epidemics Information Service of the League. A conference of officials of health services will be convened by Dr. White to discuss the working of the new bureau, and all the health organizations of the Far East have been invited to take part.

The funds for the working of the bureau have been provided by the Rockefeller Foundation, a total sum of \$125,000 having been handed to the health section of the League of Nations for use over five years, on conditions that not more than \$50,000 be spent in any one year.

## VOGUE OF CHINESE FASHIONS.

A great year of Chinese fashions is predicted. A bride at home has added to her trousseau a marvellous Chinese dress of red and green with tiny designs embroidered across it. There are Chinese tea jackets, red conical, and loose wraps made of vivid colours, embroidered with large white lotus flowers with red fish and orange birds. Chinese dance frocks made in maroon worked in many coloured skeins of silk will be seen in dance halls, and with these will be worn embroidered silk slippers.

## JAPAN AND TRIAL BY JURY.

SIR ERNEST WILD'S "NOVEL  
EXPERIENCE."

A delegation of distinguished Japanese judges and counsel paid a visit to the Old Bailey, London, on January 13th, to study the jury system as applied to criminal cases, as Japan has decided to try the experiment of trial by jury in criminal matters.

The Recorder (Sir Ernest Wild, K.C.), in welcoming them, said as Japan had passed an Act to adopt the new system in 1923, and with that meticulous attention to detail that distinguished their talented race, they had sent over the delegation to find out how this country got on with its well-established jury system.

"I have had the somewhat novel experience this morning," the Recorder went on with a smile, "of undergoing a somewhat severe cross-examination which I hope I came through satisfactorily—as to my personal views about the matter. They were particularly anxious to know how we got on with women on juries, and I gave them my opinion in favour of a certain number of women on juries, because I have found in the three years I have sat here that they are of the greatest assistance."

"Japan does not propose to try the experiment yet because in that country women have not yet got the vote. I explained that when women had the privilege of voting they should also have the liabilities that accompany citizenship. My advice was that when women had the vote they should serve on juries."

## WISH WYNNE.

ANOTHER GOOD PERFORMANCE.

Another appreciative audience welcomed Miss Wish Wynne and her company to the Star Theatre, Kowloon, last night, the amount of applause well justifying high praise of this talented company. Chief interest naturally centres around Miss Wish Wynne herself.

Her charm and personality are things that you can take away with you, and cherish long afterwards, for she is as near to perfect as it is possible for any performer to be in this particular line. There is nothing forced or mechanical about her work—nothing to indicate that she is acting. She is what she portrays, and therein lies the secret of her greatness. The art that conceals art is truly hers.

Miss Wish Wynne is surrounded by a splendid company, and Kowloon residents are grateful to Mr. Edgar Warwick for bringing them to Kowloon, and the management of the Star Theatre for accommodating them. The violin playing of M. Chuhaldin, the Russian artist, is really magnificent—no other word would so well describe it and do it justice. The humorist, Mr. Harold Walden, was in better form than ever last night, and, as one of the audience put it, "goodness knows where he gets all his songs and stories from." Mr. Alfred Cunningham again was in great demand as a baritone singer, and he deserved all the applause he got. Zoe, the dainty dancer, and Bernard Kitchen at the piano was a revelation in pianoforte playing that should be studied by all music pupils in the Colony.

## CINEMA NOTES.

QUEEN'S THEATRE.

Miriam Cooper, the pretty actress who bewitched thousands by her portrayal of one of the Cameron sisters in "The Birth of a Nation" and "Intolerance," will appear at the Queen's Theatre to-day in "Serenade," an R. A. Walsh-Frost National attraction. In this picture Miss Cooper takes the part of a Spanish senorita, and invests the rôle with such an air of sincerity and fidelity that it becomes a classic. The management has secured the services of two well known artists, Miss Tamara Barnrell and Mr. Jack Thomas, who will perform at this theatre for four days beginning to-day at the 5.15 and 6.15 p.m. performances in addition to the picture "Serenade." Miss Barnrell will give a number of classical and oriental dances and Mr. Jack Thomas will sing several popular songs.

THE CORONET.

It speaks well for the powerful attraction of "Nero," the master picture now showing at the Coronet, that it should be sustaining good houses at all the sessions this week. It is certainly evidence of the fact that, given a really tip-top film, the public will respond to the utmost of their limit. In "Nero" one is carried away by the spectacular scenes which give the picture a truly royal setting, and induce the audience to go again and again to feast their eyes on the wonders of ancient Rome. The hurrying of that city is a veritable triumph for the producer. How is it done, may well be asked by those not behind the brain of William Fox. Then the mob—it is a great thing in itself, and one can well understand that it required a squadron of Italian dragoons to keep a square under during the filming process. Interwoven between the scenes is a tender love story, with just enough tenderness to give a tone and sustain the interest of the audience—just the sort of love story that one would imagine would have its locale in the Eternal City and its environs. "Nero" will be at the Coronet till Saturday.



SAFETY MATCHES CASE.  
DEFENCE OPENED.

When the safety matches case was resumed yesterday, before the Chief Justice in the Supreme Court, the case for the defence was opened by Mr. C. G. Alabaster, K.C.

Mr. Eldon Potter, K.C., was for plaintiffs, and Mr. F. C. Jenkin appeared with Mr. Alabaster.

Mr. Alabaster said that the colours red, yellow and black were popular in the Hongkong market. But they should not limit themselves to the Hongkong market, because matches were not made in Hongkong. Importers here sent to different countries for the matches they required. A good many matches came from Japan.

Mr. Alabaster argued that there was no much resemblance between "Double Bird" and "Bridge" brand as between the latter and "Monkey" brand. All matches were asked for under particular names. Any person who asked for "Bridge" brand would not be given a box of "Monkey" brand matches by any fair trader, and in just the same way anyone who asked for Swedish matches would not be given Japanese matches.

The "Monkey" brand label was invented by a Japanese named Mr. Kohda in 1907, and the trade mark was registered in Japan. Since then, of course, the label had been improved in design.

Plaintiffs said that their sales had fallen off while his clients' goods had been on the market. Plaintiffs' suggestion was that people were buying the Japanese matches in mistake for Swedish. But there were other reasons why their sales had fallen off. Competition was keener. On the evidence of plaintiffs themselves there were about seven firms whose brands competed with theirs. The question was whether this was an attempt by the Swedish Trading Company to collar the market, or was it a case in which defendants were really putting on the market an article so like plaintiffs as to deceive the public into buying what they thought were Swedish matches.

Evidence was given by Mr. Tang Hing Tong, sole proprietor of the first defendant firm, and also by Mr. Ching Tsz Ho, a match-broker of No. 120, Bonham Strand.

His Lordship adjourned the case until to-day.

## LOCAL SPORT.

## CRICKET.

K.C.C. v. H.K.C.C. "A"

The following will represent the Kowloon Cricket Club in its match at 2 p.m. to-morrow, on the K.C.C. ground—H. Overy (capt.), A. W. Ramsay, J. C. Loyal, E. Goodwin, A. J. A. B. F. Raven, G. Lee, F. W. Howell, K. R. Macaskill, J. C. Fletcher, and R. C. Mitchell.

UNIVERSITY v. K.C.C. "A"

In this match at 2 p.m. to-morrow, on the University ground the K.C.C. team will be—B. Petheram (capt.), O. B. Raven, A. J. Kew, D. S. Green, W. F. J. Gorvin, L. A. R. Duncan, E. J. Edwards, E. G. Renton, E. G. Jordan, J. C. Long, and J. H. Hendle.

## FOOTBALL.

K.F.C. RES. v. SURREYS DRUMS.

The following have been selected to play for the Kowloon Reserves in their Junior Shield match at the East Surrey's Ground, Kowloon, to-morrow. Kick-off at 2.30 p.m.:—B. Rasmussen, W. H. Brown and W. Parritt; A. W. Brown (capt.), C. Caville and S. Randle; C. Morris, A. Latham, C. Millard, A. Fitzgerald, and C. Bishop. Reserves: V. Hunt and A. Spary.

At the Kowloon Magistracy yesterday morning, before Mr. E. W. Hamilton, a Chinese motor driver, who was charged with attempting to offer a bribe of \$45 to Traffic Sergeant Hallam in the hope of persuading the officer to overlook some defects in his vehicle.

At the Kowloon Magistracy yesterday afternoon, before Mr. E. W. Hamilton, a Chinese was charged with being in possession of a revolver and five rounds of ammunition, and with returning from banishment. The man, who has been banished from the Colony on two occasions, the last being in 1924 for ten years, was arrested on February 1st, in Nam Cheong Street, Shamshuipo, and on his being searched the revolver and ammunition were found on him. He was remanded.

At the Marine Magistracy yesterday morning, before Mr. E. W. Hamilton, the master of the ferry launch *Ching Po* was charged with carrying a pignose on the launch. It was stated that this was defendant's second offence in this regard, and His Worship ordered him to pay a fine of \$30. A passenger boat master was fined \$15 for making fast to the *s.s. Tungshing* while under way.

STRUGGLE WITH POLICE.  
CHINESE SHOT IN THE LEG.

The case previously reported in the *Daily Press* in which an unemployed Chinese was charged with the unlawful possession of a dagger and some wire, came up again before Mr. J. R. Wood at the Central Magistracy yesterday. It will be recalled that the defendant was shot in the legs by police officers during his violent struggles to escape.

Detective-Sergeant O'Donovan said that defendant was brought to the station by two constables on January 21st. The man had two bullet wounds in the legs and was in a state of collapse. On being searched a dagger and some wire were found on him and he was placed under arrest.

In a statement to the police, the defendant said that he was going to Wanchai to repair baskets when a foreman gave him the dagger and wire. The foreman was unknown to him and he had not seen him before.

Mr. Wood remanded the case until this afternoon for the evidence of Dr. C. W. McKenny.

## PISTOL BATTLE SEQUEL.

## FIVE MEN DISCHARGED.

Four men appeared on remand before Mr. E. W. Hamilton at the Kowloon Magistracy yesterday, charged with unlawfully shooting at police officers with intent to avoid arrest on January 21st. A fifth was charged with the possession of a revolver and five rounds of ammunition.

Det. Inspector T. Murphy stated that it was laid down in the Ordinance that it was necessary to prove that the arms were loaded, but in this case there was no proof that the arms were fired by them, as no arms were found on them. As regarded the fifth defendant, when arrested the revolver was not actually found on him. The police, therefore had no evidence to offer against the men.

The charges arose out of a revolver battle with the police on the morning of January 21st, after information had been received that robbers intended to commit an armed robbery at a certain tea-house at Hungshui. When surprised by the police several men dashed towards the harbour, shots were fired at the police and four men who took to the water were arrested.

The five defendants were discharged.

## EDUCATION IN PHILIPPINES.

## COMMISSION FROM UNITED STATES.

A Commission of nine educators from the United States is now in the Philippines to make a survey of the educational system of the Philippine Islands and to report to the United States Department of Education. According to a statement made by Dr. Paul Monroe of Columbia University, Chairman of the Commission.

"We have come to survey the educational system of the Philippines," said Dr. Monroe. "We have many hopes and definite plans that we may achieve good results, but for the present we have nothing to say. After the job is done, we shall be glad to tell what we think about it, but just now there is nothing to be said except that we are here. We come with open minds, anxious to co-operate in every way with local influences and to give our best efforts to the task which has been laid out for us."

"We shall attempt to ascertain how much it costs per capita to send a child through the seventh grade and how much through high school, and compare this cost with that in the United States and other countries. We shall lay these facts before educational authorities, but we shall not attempt to say whether the appropriations for education should be increased or diminished. That will be up to your legislative authorities. We have not come to criticize, but to help you in your educational work."

The Commission expects to spend three or four months in the Philippines, visiting public schools and private institutions throughout the islands. The members will be divided into groups as far as possible in order to cover the widest possible scope.

Regarding the scope of the Commission's work, Vice-Governor Eugene A. Gilmore, ex-officio Secretary of Public Instruction, said: "These educational experts will be charged with the duty of making an impartial, dispassionate judgment of what has been accomplished in nearly twenty years since the occupation of the islands by the Americans. The Board is to make a careful consideration of what improvements, if any, should be made in order to have a more effective educational system. It will consider to what extent education has contributed and can contribute to the betterment of the islands and their inhabitants."

"The scope of this survey will include every school in the archipelago from the lowest to the highest institution of learning. The Board will undertake to make a complete and comprehensive study of education in the Philippines and all educational centres, facilities and agencies, including public and private institutions of every kind."

"In the public schools only the English language is taught."

## CANTON NEWS.

(FROM OUR CHINESE CORRESPONDENT.)

## THE WARFARE.

General Chen Chiung Ming, the commander-in-chief of the anti-Bolshevik forces, is now at Waichow, which the Canton Army, according to its recent communique, has decided to capture in the next ten days.

According to latest reports to hand, Wuchow is still in the hands of military forces friendly to Dr. Sun Yat Sen's party. A report, however, states that General Tang Chi Yao, commander-in-chief of the Army in Yunnan, has sent a detachment across the border in order to co-operate with General Liu Chen Huan for the suppression of the power of General Shen Hung Ying, who is threatening Wuchow. It will be recalled that both Shen Hung Ying and Liu Chen Huan are nominally subordinates of Dr. Sun Yat Sen who appointed Shen, as the commander-in-chief and Liu, as civil governor of Kwangsi. Actually Shen commands but a part of Kwangsi, and wants to establish himself in Wuchow. Liu has never been able actually to reach the Kwangsi capital for his inauguration. Liu now wants to assume the governorship and is getting the help of a neighbouring Tsuchun. Dr. Sun Yat Sen, who made these appointments, actually has no jurisdiction in Kwangsi whatever.

## MISCELLANEOUS NEWS ITEMS.

The American Consul-General at Canton has advised the Methodist Church there that, its property being American in ownership and used for religious purposes, it will not be subjected to the Kuomintang military demands.

The Canton authorities have announced that land taxes, if paid before April 10th, will be given a discount of 30 per cent. The usual rate is 6 per cent.

The Canton papers report that a group of Kwangtung University professors and students are organising a Buddhist revival. Since the Government adopted the policy of nationalization, many Buddhist temples have been sold for the benefit of the war chest, and one of the leading nunneries in Canton has transferred its quarters to Caine Road, Hongkong.

Light offenders in the prisons and reformatories of Canton are being released by the local authorities on condition that they will enter the military transportation service. In the last few days in Canton City alone, it is stated, that more than 1,500 coolies have been pressed in the transport service.

The Commissary of Finance has ruled that time checks carried by an employee in the factories in Canton to show his attendance and as a means for making out pay rolls are also business documents subject to revenue stamp duty. A levy of 10 cents will be made on each time check.

The Civil Governor of Canton on February 10th ordered the Chinese Post Office at Canton to restore postal communication with Sheklung and intermediate districts, along the Canton-Kowloon Railway, and districts within three days. The telephone service between Sheklung and Canton is now in perfect order, according to a Chinese report.

## CAMPAIGN AGAINST CHEN.

## SHAMCHUEN CAPTURED.

The *Canton Gazette* says: With the capture and occupation of Shamchuen, the whole of the Railway line is now in the hands of the Government.

Arrangements for through traffic between Canton and Hongkong will be started as soon as possible. Meanwhile military trains are running daily for the transport of troops and supplies.

## ADVANCE ON POKLO.

After capturing Lukian, the Government forces advanced to Poklo. Upon learning of their arrival at Soochuan the enemy troops retreated to Muiwa. The garrisons in Sincuan and Shektan, numbering about six thousand, also proceeded to Soochuan to join the Government forces for the attack on Poklo.

## ENEMY SEVERELY DEFEATED.

A telegram received on Tuesday from Sheklung states that after the capture of Cheungmuktau, the Government troops were divided into two sections to pursue the defeated enemy troops. One section has arrived at Tengtau, where the enemy troops fled in disorder, after suffering a severe defeat.

Our troops have seized Timtong. Government troops have occupied the city of Namtau, the enemy garrison of which, upon hearing that Wanlung had been captured, retreated to Shamchuen. Namtau was captured easily.

Continuing to pursue the enemy the Government troops arrived at Shamchuen on Wednesday.

The whole of the Canton-Kowloon Railway line in Chinese territory is now under the control of the Government, now that Shamchuen, the market-town at the Chinese-British boundary has been captured.

## KIANGNAN ARSENAL.

HALF A CENTURY OF CHINESE HISTORY.

The recent handing over to the Chinese General Chamber of Commerce of the Kiangnan Arsenal at Shanghai lends interest to the following short history of the Arsenal, which we reprint from the *S.-C. Daily News*:

In all of the civil wars which have raged for and about Shanghai during the past half century, the cry of the combatants has been that they were fighting for possession of the Kiangnan Arsenal. That excuse will serve no longer. The Arsenal has been officially closed and handed over to the Chinese Chamber of Commerce, for that body to arrange, with the co-operation of the Central Government, for its removal to a different part of the province, so, at least, it is generally understood. The name of the Kiangnan Arsenal is familiar probably to every foreigner in Shanghai, yet how many people have a really definite idea of the structure, its size, purposes and power of production?

The Arsenal was established in Shanghai well over 50 years ago; the original arsenal was in Nanking, and the scheme for removing it to Shanghai emanated from the brains of the powerful Viceroy Tseng Kuo Fan and the yet more famous Li Hung Chang. The Imperial Government at that time was seized with a craze for a modern army well equipped with heavy artillery, with the result that the Kiangnan Arsenal was built to manufacture anything from a Mauser pistol to a 12-inch gun, and actually has manufactured several of these colossal weapons. These works, built by Mr. N. E. Cornish (who is in Shanghai still) at the order of the Imperial Government, have equipped most of the forts in China. To-day, however, the guns are obsolete, and though they fire a huge shell which can inflict terrible damage if it strikes anything, they could be out-ranged by the guns on even the smallest of foreign men-of-war in Chinese waters.

But where the Arsenal has proved really useful has been in the manufacture of rifles and pistols for equipping the various armies who have had control of it, together with the necessary ammunition. Included in the Arsenal is a large and fairly well equipped rifle factory, originally designed for making the old Remington rifle, and afterwards used for the manufacture of the single-shot Mauser, later the 7.0 m.m. Mauser and more recently what is known as the Chinese 0.8 m.m. Mauser. Additions have been made to the original plant from time to time, but no great thought has been given to economy of manufacture with the result that a large number of workmen have been required to turn out a comparatively small number of rifles.

Another most useful department of the Arsenal has been the Gun Factory, which contains a considerable amount of valuable machinery, and is capable of producing several batteries of field guns per annum. During the last fighting the guns turned out by this branch of the Arsenal have proved most useful, particularly the small mountain guns and the larger field guns, six-pounders, etc.

It was not many years after the establishment of the Arsenal that it began to fall into neglect, and for several years a period of chaos set in. Directly the Arsenal was simply looked upon by the men who held it as the final stepping-stone to the Tao-tai of Shanghai. Most of the directors knew little or nothing of their business, as far as the Arsenal was concerned, and often enough their ignorance was equalled by that of their subordinates. Consequently, though work was done somehow or other, it was not done efficiently and there has been a considerable waste. Experts estimate that the Arsenal has cost the Government something like £15, 200,000,000 since its establishment.

There seems to be some idea at present of removing the Arsenal to Hsichowfu in the north of Kiangsu. To do this will cost the Chamber of Commerce, or whoever else is to bear the cost, a tremendous amount of money, if the job is to be done properly, running into millions. Much of the heavier machinery is built into solid platforms of concrete.

Mr. N. E. Cornish, who probably knows more about the Arsenal than any man living, Chinese or foreign, thinks that the most useful place to take the Arsenal from Shanghai would be back to Nanking, where the old arsenal site remains to be built upon; as an alternative he suggested Kiangyin. The most useful purpose to which the premises could be put, from a commercial point of view, would be the building of rolling stock. China is very short of stock, and the Arsenal would be an ideal place in which to build it by reason of its nearness to the railway, and the fact of its being in Shanghai where all the fittings from abroad could be easily obtained and unloaded at the Kiangnan Dock itself.

Mr. Cornish also pointed out recently that to a large extent the Arsenal was useless, inasmuch as arms were smuggled into China in such great quantities as to make it cheaper to buy from abroad than to manufacture at home.

**NEW STOCKS**  
**OF ENGLISH HANDMADE**  
**BILLIARD CUES**  
Plain Ash . . . . . \$ 3.25  
Rosewood Butted . . \$6.00  
The "Peall" . . . . \$12.50  
**AND ALL ACCESSORIES FOR**  
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**LANE, CRAWFORD, LTD.**  
INDOOR & OUTDOOR SPORTS OUTFITTERS.

**GREEN ISLAND CEMENT CO., LTD.**  
**Best Portland Cement**  
**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS,  
HONGKONG.

## ENGLISH RECORDS

## "THE GONDOLIERS"

THEIR LIVED A KING — HAROLD WILLIAMS  
3335 ENTERPRISE OF MARTIAL KIND — " "  
NO POSSIBLE DOUBT WHATEVER — " "  
2226 TAKE A PAIR OF SPARKLING EYES — ERIC COURTLAND  
SELECTION —  
978 2 PARTS

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**UPHOLSTERED SUITES**  
Best materials and skilled workmanship ensured.  
**COMFORT & DURABILITY**



## NEW ADVERTISEMENTS

**HONGKONG STOCK EXCHANGE.**  
NOTICE IS HEREBY GIVEN that the STOCK EXCHANGE will be CLOSED on MONDAY, 16TH, TUESDAY, 17TH, WEDNESDAY, 18TH, and SATURDAY, 21ST INSTANT.

By Order of the Committee,  
A. MESSING,  
Secretary.  
Hongkong, 12th February, 1925. [1868]

## HONGKONG JOCKEY CLUB.

DURING the Forthcoming Season EXTRA RACE MEETINGS will be held (weather permitting) on FEBRUARY 23RD, MARCH 31ST, APRIL 11TH and 13TH, MAY 2ND, MAY 30TH and JUNE 1ST, OCTOBER 31ST, and NOVEMBER 2ND, and DECEMBER 5TH.

[1865]

## THE HONGKONG &amp; KOWLOON WHARF &amp; GODOWN CO., LTD.

## NOTICE TO SHAREHOLDERS.

THE THIRTY-EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. JARDINE, MATHESON & CO., Ltd., on TUESDAY, MARCH 3RD, 1925, at Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended December 31st, 1924.

THE TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, FEBRUARY 20TH, 1925, to TUESDAY, MARCH 3RD, 1925, BOTH DAYS INCLUSIVE.

By Order of the Board of Directors,  
F. H. CRAPPELL,  
Acting Secretary.  
Hongkong, February 12th, 1925. [1864]

## BACK A WINNER.

FIVE DOLLARS Sent to The CONNAUGHT PRINTING PRESS, Stanley Street, will obtain a Copy of

## HONGKONG RACING RECORD

(Compiled by "Argus").

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer "AGAPORON" are hereby notified that the Cargo will be discharged into the Godowns, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at H.K. Wharf.

The Cargo will be ready for delivery from Godown on and after 12th February. Optional Cargo will be landed, unless Notice has been given prior to the arrival of the steamer, at the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undischarged after the 12th February, will be subject to Becht.

All Claims against the Steamer must be presented to the Underwriter on or before the 4th March, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 12th February, 1925. [1865]

## GREEN ISLAND CEMENT CO., LTD.

THE THIRTY SIXTH ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS in the Company will be held at the Office of the Company, St. George's Building, Chater Road, Hongkong, on TUESDAY, 3RD MARCH, 1925, at 11 o'clock in the Forenoon, for the purpose of receiving a Statement of Accounts and Report of the Directors for the year ending 31st December, 1924, and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, the 18th February, 1925, until TUESDAY, the 3rd March, 1925, both days inclusive.

By Order of the Board of Directors,  
SHEWAN TOMES & CO.,  
General Managers.  
[1863]

## THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LIMITED.

## NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND FIFTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 41, Des Voeux Road, on THURSDAY, 19TH FEBRUARY, 1925, at 12 o'clock Noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and Auditors' Dividend and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 18th February, to FRIDAY, 19th February, 1925, both days inclusive, during which period no Transfer of Shares can be registered.

By Order of the Board of Directors,  
JOHN ARNOLD,  
Secretary.  
Hongkong, 14th January, 1925. [1724]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING of the Shareholders in this Corporation will be held at the CHINESE HALL, Hongkong, on SATURDAY, the 21st FEBRUARY, 1925, at 11.30 A.M., for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the year ending 31st December, 1924.

The REGISTER of SHARES of the Corporation will be CLOSED from Monday, the 9th February, to Saturday, the 21st February, 1925 (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,  
A. H. BARNLOW,  
Chief Manager.  
[1763]

## INTIMATIONS

## RACE HOLIDAYS.

THE EXCHANGE BANKS will OPEN for the Transaction of PUBLIC BUSINESS at 9.30 A.M. and CLOSE at Noon, on MONDAY, TUESDAY and WEDNESDAY, the 16TH, 17TH and 18TH INSTANT.

Hongkong, 11th February, 1925. [1858]

## NOTICE OF REMOVAL.

WE HAVE THIS DAY REMOVED to Ground Floor of CHINA BUILDING (Facing Queen's Theatre).  
C. E. WARREN & CO., LTD.  
Sanitary Engineers.  
Hongkong, 1st February, 1925. [1798]

## NOTICE.

NOTICE IS HEREBY GIVEN that owing to increasing ill health, Mr. H. PERCY SMITH has retired from the Firm of PERCY SMITH, SMITH & FLEMING as from the 31st day of JANUARY, 1925.

The Business will be carried on as heretofore under the same Firm Name.

PERCY SMITH, SMITH & FLEMING.  
Hongkong, 9th February, 1925. [1845]

## NOTICE.

NOTICE IS HEREBY GIVEN that Mr. LAM CHAN WAI has Relinquished his Position as Chief Secretary of THE SINCERE COMPANY, LIMITED, and any Acts by him are for his Own Account, for which this Company will not be Responsible.

THE SINCERE CO., LTD.  
[1840]

## THE HONGKONG ROPE MANUFACTURING CO., LTD.

THE FORTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at St. George's Building, Chater Road, Victoria, on THURSDAY, the 26TH FEBRUARY, 1925, at 11 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 31st December, 1924, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from Monday, the 16th February, 1925, until Thursday, 26th February, 1925, both days inclusive.

SHEWAN TOMES & CO.,  
General Managers.  
Hongkong, 7th February, 1925. [1847]

## HONGKONG TRAMWAYS, LIMITED.

(Incorporated in Hongkong.)

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY GENERAL MEETING OF HONGKONG TRAMWAYS LIMITED, will be held at the Office of Messrs. JARDINE, MATHESON & CO., Ltd., on FRIDAY, the 27TH DAY OF FEBRUARY, 1925, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the year ended 31st December, 1924, and electing a Consulting Committee and Auditors.

AND NOTICE IS HEREBY ALSO GIVEN that an EXTRAORDINARY GENERAL MEETING OF HONGKONG TRAMWAYS LIMITED, will be held at the Office of Messrs. JARDINE, MATHESON & CO., Ltd., on FRIDAY, the 27TH DAY OF FEBRUARY, 1925, at 12.15 o'clock in the afternoon, when the SUBJOINED RESOLUTIONS WILL BE PROPOSED as Ordinary Resolutions:

(1) That the authorised Capital of the Company (which is now \$1,625,000) consisting of 65,000 shares of the Nominal Value of \$5 each of which the whole have been issued) be increased to \$3,250,000 by the creation of 325,000 Additional Shares of the Nominal Value of \$5 each ranking for dividend and in all other respects pari passu with the Shares constituting the Company's present issued Capital.

(2) That it is desirable to capitalise the Sum of \$1,250,000 being part of the Undivided Profits of the Company standing to the credit of the Company's Reserve Fund and accordingly for the purpose of effecting such capitalisation in pursuance of Article 123 of the Company's Articles of Association a bonus of \$5 per share on the issued Shares of the Company be and the same is hereby declared and that the Directors be and they are hereby authorised to satisfy such bonus by the distribution amongst the persons who are registered as holders of the present issue of Shares of the Company on the 27th day of February, 1925, of One of the newly issued Shares of the Company, credited as fully paid up in respect of every One existing share of the Company held by such persons as aforesaid and that such new ordinary shares rank for dividend and in all other respects pari passu with the shares already issued.

Dated the 10th day of February, 1925.  
W. F. SIMMONS,  
Secretary.  
Russell Street, Hongkong. [1853]

## HONGKONG TRAMWAYS, LTD.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS OF HONGKONG TRAMWAYS LIMITED, will be CLOSED from SATURDAY, 14TH FEBRUARY to FRIDAY, 27TH FEBRUARY, 1925, both days inclusive.

By Order of the Board,  
W. F. SIMMONS,  
Secretary.  
Hongkong, 4th February, 1925. [1819]

## TO LET.

FROM 1st MARCH or LATER, at Moderate Rent, TWO OFFICE ROOMS about 950 Sq. Ft. ASIATIC BUILDING 1st Floor.

Apply—  
BORNEMANN & CO.  
[1836]

## TO LET.

FROM April, Newly Built, Two and a Half-roomed FLATS. Electric Light, Bath, and Flush System. Also One Three-story HOUSE for Office, Silk Godown and Residence.

Apply—  
E. R. MOGHA,  
25, British Consulate, SHAMSHU.  
[1763]

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[1763]

## INTIMATIONS

## NOTICE.

## THE HONGKONG JOCKEY CLUB.

## RACE MEETING 1925.

FEBRUARY 16TH, 17TH, 18TH AND 21ST.

TICKETS of Admission to the Public Enclosure may be obtained from Messrs. KALTY & WALSH or at the Gate. Price—\$3.00 per day.  
Soldiers and Sailors in Uniform \$1.00 per day.  
No One Admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

LINSTEAD & DAVIS,  
Treasurers.  
[1907]

## NOTICE.

## THE HONGKONG JOCKEY CLUB.

## RACE MEETING 1925.

FEBRUARY 16TH, 17TH, 18TH, AND 21ST.

MEMBERS' Badges of Admission are now ready and may be obtained by those Members who have not already received them, from Messrs. LINSTEAD & DAVIS, Alexandra Buildings.

C. B. BROWN,  
Secretary.  
[1806A]

## NOTICE.

## THE HONGKONG JOCKEY CLUB.

## RACE MEETING 1925.

FEBRUARY 16TH, 17TH, 18TH, AND 21ST.

THE Stewards request the pleasure of the presence of the Ladies at the Races.

Hongkong, February 2nd, 1925. [1808A]

## NOTICE.

## THE HONGKONG JOCKEY CLUB.

## RACE MEETING 1925.

FEBRUARY 16TH, 17TH, 18TH, AND 21ST.

PASSES for Servants will be issued on application to Messrs. LINSTEAD & DAVIS, Alexandra Buildings. No Servants will be allowed inside the Enclosure of the Race Course during Race Days WITHOUT TICKETS.

These Tickets are only available for Servants while in attendance on their employers or when on duty at the Various Stands.

Any Chinese found loitering about with Servants' Passes in their possession will forfeit their passes and holders thereof will be Removed from the Enclosure.

C. B. BROWN,  
Secretary.  
[1807C]

## NOTICE.

## THE HONGKONG JOCKEY CLUB.

## RACE MEETING 1925.

FEBRUARY 16TH, 17TH, 18TH, AND 21ST.

MEMBERS have the Privilege of introducing Two Non-members to the Members' Enclosure.

A limited number of tickets are available and may be obtained from Messrs. LINSTEAD & DAVIS, Alexandra Buildings on or before SATURDAY the 14TH OF FEBRUARY, 1925, SATURDAY the 14TH OF FEBRUARY, 1925, Price \$10.00 per day or \$30.00 for the Meeting.

LINSTEAD & DAVIS,  
Treasurers.  
[1807D]

## HONGKONG JOCKEY CLUB.

DEBUT PROGRAMMES and ENTRY FORMS for the FIRST EXTRA RACE MEETING to be held on SATURDAY, FEBRUARY 21ST, 1925 (weather permitting), may be obtained at the RACE COURSE, HONGKONG CLUB and GARREWAY BAY STABLES.

Entries will close at 12 o'clock Noon on MONDAY, FEBRUARY 23RD, 1925.  
Handicaps will be published on FRIDAY, February 27th, 1925. [1861]

## CAFE WISEMAN

ARE SUPPLYING

## TIFFINS &amp; TEAS

AT THE

## JOCKEY CLUB STAND

## FOR MEMBERS

## AND AT NO. 11 STAND

## FOR NON-MEMBERS

## DURING THE RACE MEETING.

## TABLES MAY BE BOOKED.

[1855]

## FOR SALE.

OLDSMOBILE 8 Cylinder, 7-Seater, in Good Condition. \$1,800 or Nearest Offer.

O. W. DABCH,  
Asiatic Building.  
[1856]

## TO LET.

STORAGE SPACE on Marine Lots with Godowns and Chinese Houses TO LET from 1st DECEMBER.

W. S. BAILEY & CO., LTD.,  
Kowloon Bay.  
[1799]

## TO LET.

FULLY FURNISHED, 373, The Peak, 1st Floor—17th October. Suitable for Mess.

Apply—  
ELDON POTTER,  
373, Peak.  
[1855]

## INTIMATIONS

## DEWAR'S

## The Spirit beyond compare

Most men choose DEWAR'S and small wonder! Year in and year out its distinctive character remains steadfast and incomparable.

Perfect distillation, genius in blending and gigantic stocks make DEWAR'S popularity, —and will keep it!

## Dewar's

## "White Label" and "Victoria Vat."

As supplied to the Houses of Lords and Commons.

By Royal Appointment to His Majesty The King.

## SOLE AGENTS:

## A. S. WATSON &amp; CO., LTD.

Hongkong Office: 1A, Chater Road.

London Office: 121, Fleet Street, E.C.

## The Daily Press.

HONGKONG, FEBRUARY 13TH, 1925.

## HOPE OF RE-ORGANISATION IN CHINA.

The opening in Peking of the Re-organisation Conference was rightly described by one of the participants as the most auspicious gathering that had ever taken place in the annals of the Republic of China. It obviously represents a serious effort to reconcile the divergent views which have divided the nation for years into factions and intrigues, a fairly general desire to end strife. That it will achieve its object is the earnest hope of all well wishers of China.

Admittedly, it is difficult to indulge in optimism, for we have seen many attempts to secure a working agreement between parties fail, and it seems unduly hopeful to imagine that success will crown the present effort. We do not know what importance is to be attached to the refusal of CHAO ERH HSUN to continue to preside over the Conference.

He is, as we have said before, an able and experienced official, but he is of the "old school," and it may well be surmised that there has been a great deal of secret hostility on the part of the more radical section of the Conference to his occupying the chair when the practical work of the Conference begins.

A permanent chairman and vice-chairman are to be elected to-day, and these elections may be expected to give a fair indication as to whether the Conference is to be a business-like assembly or a bear-garden. That 148 leading citizens should have indicated their intention to participate personally in the Conference or be represented affords grounds for believing that some good will result. They have been drawn from different parts of the country and are not of one political school. That they should have been willing to go to Peking and enter into discussions looking to the possibility of

evolving a plan which will give China a working arrangement as a prelude to the form of government best adapted to the peculiar qualities of the nation is, to say the least, full of significance and hope.

No one can prophesy what particular form will be decided upon, but if the delegates can be persuaded to recognise that peace and order can only be gained by compromise then the Conference will have justified itself. There have been criticisms to the effect that the representation at the Conference is not sufficiently comprehensive. Such criticisms may be well founded, but all the same the Conference must be regarded as an honest attempt to arrive at a fundamental solution of the national problems.

The method may be faulty, but undoubtedly the object is praiseworthy. It should not be difficult for all who have the interests of the country at heart to subscribe to the purpose of the Conference and, if they cannot extend their unqualified approval to the manner of its convocation or to its personnel, they might at least bestow their blessing upon an attempt to heal the nation's ills and assuage the nation's sorrows.

The return of notifiable diseases in the Colony for the 24 hours ended on February 11th shows 1 Chinese case of puerperal fever.

Four men, one armed with a revolver, and two with daggers, made a successful raid on a pork dealer's shop at Mongkok, and got away with a haul of jewellery and money amounting to \$715.

Mr. E. W. Hamilton sentenced a Chinese to a month's hard labour, at the Kowloon Magistracy yesterday, for the theft of a jacket from the cabin of the Chief Steward of the s.s. *Taklung*.

The University of London is inviting applications for the University Chair of Chinese, tenable at the School of Oriental Studies. A good knowledge of colloquial Mandarin is essential, and the salary is £800 a year.

A Chinese woman living at the workers' quarters of the Netherlands Harbour Works at North Point is alleged to have attempted to commit suicide by swallowing a gold finger ring. She was removed to the Government Civil Hospital.

An aerial mail and passenger service between Manila and the more important cities in the Philippines is under consideration by a few Filipino graduates of the Philippine National Guard Aviation School hacked up by Filipino capitalists.

Capt. W. H. Swanton, East Surrey Regiment, the first battalion of which is stationed here, has been seconded for service under the Colonial Office. Captain Swanton saw much service in the late war and commanded in succession several service and territorial battalions. He was mentioned twice in despatches.

Two Penang residents have obtained a concession at Tomoh (Siam) where, as a result of prospecting and boring for gold, satisfactory results have been obtained. A consulting engineer is proceeding to Tomoh to verify and confirm the results, with a view to floating a new company in Australia to work the property.

Permission is being sought to inaugurate a regular ferry service with motor-boats between Wongsha near the Canton-Hankow Railway Station (Canton), and Fati and Fongsun on the other side of the river. The promoter of the enterprise offers to pay in the first year a contribution to the Government of \$2,400, to be increased to \$3,600 later.

The party from the Seattle Chamber of Commerce which is visiting the Orient, arrives in Hongkong on Tuesday next on the s.s. *President McKinley*. Mr. F. R. Eldridge, Chief of the Far Eastern Division of this Bureau, and Mr. Julian Arnold, the American Commercial Attaché for China, of Peking, will accompany the party to Hongkong.

The Hongkong Government is advertising at home for three assistants for service in the Architectural Office of the Public Works Department for a period of three years with possible permanency. Salary £400 rising to £500 and thence (if appointment is made permanent) to £600 a year. In addition a strictly temporary exchange allowance of 20 per cent. of salary is at present paid.

Owing to the refusal of the students in the Government College of Fine Arts at Peking to recognize the President appointed by the Ministry of Education, orders were given to close the premises. Under the direction of officials of the China Yungpu and a squad of armed police, the whole body of teachers and students was driven out recently and the college building placed under a police guard. It is stated that unless the teachers and students of the South-Eastern Government University at Nanjing recognize their new President, the Ministry is determined to adopt a similar course there.

## FAR EASTERN CABLE NEWS.

(THROUGH REUTER'S AGENCY.)

## STEAMER ON FIRE.

## OUTBREAK ON NORWEGIAN S.S. "TUNE."

MANILA, February 12th.

The Norwegian steamship *Tune*, from Java, arrived here last night on fire after steaming at full speed for seventy miles from Caba Island, where the blaze was discovered. The fire is not yet completely under control.

## MOROS RUN "AMOK."

## FIVE KILLED AND FIVE PERSONS WOUNDED.

MANILA, February 11th.

Two Moros ran amok at Cotabato today. They killed five persons and wounded five others. One of the attackers was eventually shot and wounded by the constabulary.

## BEEF FOR MANILA.

## RESTRICTION IMPOSED BY GOVERNOR ON IMPORTS.

MANILA, February 12th.

Governor-General Wood has issued a proclamation to-day, restricting the imports of beef cattle, for one year from April 1st, to 2,700,000 kilos.

## SINGAPORE, BASE.

## PREPARATORY WORK ALREADY IN HAND.

LONDON, February 11th.

In the House of Commons, replying to Mr. P. J. H. Hannon (C.), Mr. W. C. Bridgeman, First Lord of the Admiralty, said that the preparatory work in connection with the design and



## CABLES.

LATEST CABLES.  
[THROUGH REUTER'S AGENCY.]STABILITY OF GOLD.  
MORE IMPORTANT THAN RETURN  
TO STANDARD.

SIR JOSHUA STAMP'S VIEWS.

LONDON, February 12th.

Sir Joshua Stamp, the statistical authority, in a speech at Edinburgh yesterday, said the resumption of the gold standard in England was not so serious or important a question as the larger and more permanent one of the stability of gold as a measure of value. The fact was gold had not been sufficiently stable in value before the war to prevent severe trade reactions, due to its movements; and, for the future it had all the elements of greater instability if it was not intelligently and internationally controlled with the single purpose of a stable price level. Sir Joshua expressed the opinion that the United States stood to gain so much, through England's leading Europe in resuming the gold standard, that we ought to stipulate for an arrangement in advance in order to keep uniform the world value of gold from falling or rising unduly.

AGRICULTURAL CONFERENCE.  
PROJECT ABANDONED DUE TO  
TRADE UNION BOYCOTT.

LONDON, February 12th.

In view of the boycott by the Trade Unions, the project of holding an agricultural conference (mentioned on November 27th last) has been abandoned.

[A London cable of November 27th read: A forward agricultural policy is fore-shadowed in an announcement stating that the Government is convoking a conference of landowners, farmers and workers, with Government co-operation, to recommend methods to maintain an increase of arable land and stimulate the maximum production of food.

It declares the conference should aim at an addition of at least a million acres of arable land, and not give undue attention to production of wheat to the exclusion of livestock, dairying and other agricultural activities.]

## IMPORTS AND EXPORTS.

BOARD OF TRADE RETURNS  
FOR JANUARY.

LONDON, January 12th.

The Board of Trade returns for January are: Imports £128,907,000 and exports £69,650,000. Compared to January 1924, the figures show increases in imports of £27,719,000 and exports of £1,315,000.

## FIRE DAMP DISASTER.

THIRTY BODIES RECOVERED  
FROM STEIN MINE.

DORTMUND, February 12th.

One hundred souls are missing, following an explosion of fire damp in the Stein mine. So far 30 bodies have been recovered and eight persons rescued alive.

## SMUGGLING GERMANS.

AGENTS OF S.S. "LUENEBURG"  
HEAVILY FINED.

MELBOURNE, February 12th.

The Agents of the German steamer "Luenenburg" were fined for allowing four German seamen unlawfully to enter the country, the immigration of Germans to Australia being prohibited.

EARLIER CABLES.

## HIGH TREASON TRIAL.

STARTLING ALLEGATIONS MADE  
AT LEIPSIG.

LEIPSIG, February 11th.

Remarkable allegations were made in the course of the trial for high treason of 16 Communists, including a General of the Russian Red Army, to the effect that agents of Soviet Russia had endeavored to start a Bolshevik revolution in Germany.

Neumann, an ex-official of the Communist party, whom the Communists declared to be a spy, deposed that a revolutionary military committee was formed in Germany in 1923 to purchase weapons with money supplied by the Russian Embassy at Berlin. He alleged that he himself once received \$85,000 for this purpose. He also alleged that he had received instructions to get rid of General von Seeckt, the late Hugo Stinnes and other prominent industrialists.

Neumann stated that a meeting of the Communist leaders in 1923 planned an armed outbreak, including a march on Berlin, in which several Reichstag Deputies were implicated.

Neumann added that in accordance with instructions he obtained phials of typhus and dysentery bacilli for use in food.

EARLIER CABLES.

## FOOTBALL AT HOME.

LATEST RESULTS OF LEAGUE  
AND CUP MATCHES.

LONDON, February 11th.

The following are the latest results of League and Cup matches in England and Scotland:

ENGLISH LEAGUE: FIRST DIVISION.

Bury, 0; Newcastle, 0.  
Sunderland, 1; Bolton, 0.  
Cardiff, 4; Burnley, 0.

THIRD DIVISION: SOUTH.

Gillingham, 0; Bristol Rovers, 0.  
Millwall, 1; Bournemouth, 0.

THIRD DIVISION: NORTH.

Lincoln, 1; Darlington, 0.

SCOTTISH LEAGUE: FIRST DIVISION.

Hearts, 2; Partick T. 1.  
Queen's Park, 0; Third Lanark, 1.  
St. Johnston, 4; Hamilton A., 1.  
Motherwell, 1; Hibernians, 1.  
Airdrieonians, 4; Kilmarnock, 2.  
Cowdenbeath, 1; Falkirk, 0.

Scottish Cup replays resulted as follows:—

Raith R., 3; Bo'ness, 1.  
Aberdeen, 2; Armadale, 0.

LATEST CABLES.

SCOTTISH CUP: THIRD ROUND.

LONDON, February 12th.

The draw for the third round of the Scottish Cup, to be played on February 21st, resulted as follows:—

Kilmarnock v. Dykehead.  
St. Mirren v. Partick T.  
Aberdeen v. Motherwell.  
Broxburn v. Falkirk.  
Hamilton v. Raith.  
Rangers v. Arbroath.  
Dundee v. Airdrieonians.  
Celtic v. Vale of Leven or Solway Star.

EARLIER CABLES.

## THE CAIRO MURDER.

STUDENT ADMITS PARTICIPATION  
IN ATTACK ON SIRDAR.

CAIRO, February 11th.

It transpires that the two men arrested on February 2nd on suspicion of being connected with the murder of the late Sirdar, are Abdel Hamid Anayat, of the Student Teachers' Training College, and his brother, Abdel Fattah Anayat, a student of the Royal School of Law.

The latter was brought before the examining Magistrate to-day, when he admitted that he had participated in the attack on the Sirdar. He gave the names of the others connected with the outrage, including his brother.

## SUDAN WILL BENEFIT.

LONDON, February 11th.

The House of Commons authorised the Government to pay to the Sudan Government for benevolent purposes the balance of the £500,000 they received from Egypt in accordance with the demand made by Great Britain at the time of the murder of the Sirdar.

Other payment made out of the £500,000 have been £40,000 to Lady Stack, £3,000 to Captain Campbell, aide-de-camp, who was injured at the time of the attack, and £5,000 to March, the chauffeur, who drove the car.

## TO TAKE HIS SEAT.

EARL OF OXFORD AND ASQUITH  
TO ENTER LORDS TUESDAY.

LONDON, February 11th.

The Earl of Oxford and Asquith takes his seat in the House of Lords on Tuesday, when he will be introduced by Earl Balfour and Lord Beauchamp.

## THE EXPELLED PATRIARCH.

GREECE APPEALS TO LEAGUE OF  
NATIONS.

GENEVA, February 11th.

The Greek Government has appealed to the League of Nations in regard to the expulsion of the Patriarch from Constantinople, which it declares infringes the convention for the exchange of populations, and also other agreements, and creates a situation involving the risk of affecting Turco-Greek relations.

## AVIATION DISASTER.

FRENCHMEN CRASH IN NIGER  
TERRITORY.

PARIS, February 11th.

The Governor-General of French West Africa communicates a telegram from Colonel Degoy from Niamey, on the Niger, stating that Colonel Vuillemin's machine crashed on leaving Niamey, and that Sergeant Vandelle was killed and Colonel Vuillemin and Captains Dag-neaux and Knecht were injured.

## PAPAL TOUR DISCREDITED.

ROME, February 11th.

The reports of the early conclusion of a Concordat and a subsequent papal tour of the world are discredited in well-informed quarters.

## RAISULI A CAPTIVE.

MADRID, February 11th.

Raisuli has been taken to Agadir.

POLITICAL SITUATION  
IN CHINA.

[THROUGH REUTER'S AGENCY.]

## KIAOTSI RAILWAY TROUBLE.

STRIKE SETTLED AND REGULAR  
SERVICE RESUMED.

TSINGTAO, February 12th.

The strike on the Kiaotai Railway was settled, yesterday afternoon, and regular train service was resumed last night. The military in charge agreed to the demand of the strikers for the dismissal of the management.

## SPECIAL VOLUNTEERS ATTACKED.

TSINGTAO, February 11th.

Hundreds of striking employees and sympathisers attacked the crew of a special train at Kiaochow yesterday. Twenty were injured, including a Japanese, who was one of the volunteer crew recruited by the traffic manager.

The mob tore up the rails and refused to allow the train to proceed. After a five-hour wait the train returned to Tsingtao.

The train was attempting to go to the rescue of two trains which had been stalled since Sunday night, when their crews deserted. The passengers are reported to be in great distress, being half-frozen and without food.

Five thousand Shantung natives called on the Governor to-day and demanded the arrest of the management. Then it was revealed that the managing director, Kan Tao, had fled, and that his assistant was in hiding.

Tupan Chen is sending two of his staff here from Tsinan to take charge of the railway temporarily, pending a settlement of the strike.

Efforts are being made to induce the strikers to allow one train daily in each direction to carry mails.

(Continued on next Column.)

LATEST CABLES.

[REUTER'S AMERICAN SERVICE.]

## BOOM IN STOCKS.

WILD SPECULATION THROUGHOUT  
UNITED STATES.

NEW YORK, February 12th.

The unprecedented boom in stocks of all classes since President Coolidge's election continues unabated. An average of 2,000,000 shares changes hands daily. The public throughout the country are wildly speculating; many fortunes are made or lost. The manner by which the value of individual stocks has improved over 100 points within six months is amazing—for example, shares in the Commercial Solvents Chemical Manufacturing Company are now 170 compared to 50 last summer, showing a profit of \$12,000 to every hundred shares bought; while Castrol Pipe Foundry Company shares are 250 compared to a minimum of 64 last year, owing to last year's earnings showing a profit of over \$40 per share. The market manipulation of the stock of one company, which shared these astonishing rises, is publicly credited to the picturesque figure of Mr. W. C. Durant, the famous speculator, who is reported to have made over \$10,000 paper profits in this stock alone.

## U.S. APPROPRIATIONS.

PRESIDENT COOLIDGE SIGNS  
BILL WITH AMENDMENT.

WASHINGTON, February 12th.

President Coolidge has signed the Appropriations Bill, which includes the amendment called for by the Senate. The amendment referred to was contained in the following cable from Washington: The Senate has accepted an amendment to the Naval Appropriations Bill, requesting the President to call another arms conference, not withstanding Mr. Coolidge's recent intimation that the time was not ripe for such a conference.

The supporters of the administration did not oppose the motion. No light on the development is forthcoming from the White House or State Department.

The Senate has also adopted a motion calling on Mr. Hughes to produce a copy of the Paris agreement, together with such information as is necessary for a full understanding of its terms.

The terms of the resolution carried in the Senate requesting the President to call a Disarmament Conference, lays down that the conference be held at Washington, charged with the duty of securing international agreement and an effective reduction of sea and land armaments to relieve the nations of unnecessary expenditures for the provision of armaments and the preparation for war.]

## GOOD FOR CANADA!

RUSSIANS PLACE RECORD ORDER  
FOR FLOUR.

TORONTO, February 12th.

Russian buyers have placed an order for \$1,300,000 worth of flour with Canadian milling companies. It is claimed to be the largest order of the kind ever given to the Continent. The deal is on a cash basis, with further sales pending. The Soviets have arranged credit with New York for this and previous orders.

EARLIER CABLES.

## U.S. TREATY WITH BERLIN.

WASHINGTON, February 11th.

The State Department has approved of the Senate's reservations on the German Commercial Treaty, and immediately seeks Germany's assent to them.

New and similar commercial treaties will be negotiated with most of the other maritime Powers, whose commercial status with the United States ante-dates world war.

[THROUGH REUTER'S AGENCY.]

## CHINESE GOVERNMENT RAILWAYS.

POWERS SEND NOTE TO FOREIGN  
OFFICE IN PEKING.

PEKING, February 12th.

Sir W. J. Oudendijk, K.C.M.G. (Netherlands), Senior Minister, to-day sent the following Note to the Wai-chin-pao:—

Monsieur le Vice-Ministre, Already on many occasions have the heads of Legations felt the necessity to draw the serious attention of the Chinese Government to interruption of regular traffic on Chinese Government Railways.

This interruption has caused very considerable losses to the mercantile classes in China, both Chinese and Foreign. At the same time, it has created very great inconvenience to the public generally. Deploable as this state of things was—as were all other consequences of the recent state of internal war—the Heads of Legations trusted, that once the war operations were at an end, the Government would lose no time in restoring normal conditions, on the railways and thus promote public welfare and heal the wounds inflicted by military operations.

They feel, however, greatly concerned to witness the continuance of a state of affairs which—if not promptly checked—may threaten to become permanent and not only throttle the economic development of the country but inflict lasting injuries to Chinese foreign trade and interests.

FOREIGN BONDHOLDERS' STAKE. These latter are not confined to the use of the railways for the transportation of merchandise, food-stuffs and coal. Foreign interests are closely tied up with the railways themselves. Not only are these railways indebted to foreign suppliers for equipment supplied and actually in use to the amount of tens of millions of dollars, but for hundreds of millions of dollars are foreign bondholders of all nationalities interested in the fate of the Chinese Government railways.

Unless control of the railways be taken without delay from the hands of the military commanders who now exploit them for their own account—and the revenue be again allowed to flow into the proper channels, it is evident that the Chinese Government Railways, before long, will become insolvent.

The railway equipment, much of which is as stated above, still unpaid for, is at present being destroyed or allowed to fall into disrepair. The very deplorable condition of the locomotives, passenger cars and freight trucks is known to all and need not be here described.

## TRACKS ARE DANGEROUS.

Moreover, the tracks are neglected; bridges, culverts and other works damaged and in some cases even have become dangerous. Both the financial and material conditions of the railways are thus seen to have been made desperate.

The Foreign Diplomatic Representatives cannot but express to the Chinese Government their grave apprehension at this deplorable state of affairs, whose far-reaching consequences, at this moment, can hardly be estimated; and they feel it their duty to tender the most earnest advice so that steps may be taken forthwith to re-establish normal conditions on all Government Railways in China, remove the present military control from these railways, restore the rolling stock to the lines to which it belongs and place the control of exploitation and the collection of revenues in hands of the Lawful Government administration.

I avail, etc.  
Sgd. H. E. W. J. OUDENDIJK,  
As Senior Minister on behalf of the Ministers of the Powers concerned.

## DE. SUN YAT SEN.

PEKING, February 12th.

The Peking Medical Union College Bulletin, to-day, states that the condition of Dr. Sun Yat Sen is unchanged.

## GOVERNOR OF SHANTUNG.

PEKING, February 12th.

A mandate, published to-day, appoints Kung Chi Ping as substantive Governor of Shantung.

[FROM THE "DAILY BULLETIN."]

## LATEST MANDATES.

YUAN TSU MING TO COMMAND  
KWEICHOW FORCES.

PEKING, February 11th.

Mandates give Yuan Tsu Ming command of all the Kweichow forces and allow him concurrently to retain command of his Kweichow-Szechuan troops.

A mandate abolishes the posts of Tupan of the Szechuan-Yunnan frontier, and Tupan of the Szechuan western frontier.

## FURTHER WAR RUMOURS.

According to unofficial reports, Tang Chi Yao is sending an expedition against Kiangsi and Hupeh, and Hsiao Yao Nan is hastily preparing for defence.

## MOTOR NOTES FROM BRITAIN.

A YEAR'S PROGRESS IN COMMERCIAL VEHICLES.

NEXT AUTUMN'S SHOWS.

[FROM A LONDON CORRESPONDENT.]

LONDON, January 8th.

The date of the Olympia Car Show for 1925 is not definitely settled, being to some extent dependent on the date chosen for the Paris Salon, but it will probably be held from October 20th to November 2nd. Other exhibition activities of the Society of Motor Manufacturers and Traders for the year will be the exhibit of motor craft and marine engines in connection with the Shipping and Engineering Exhibition at Olympia from November 23rd to December 5th, and the Commercial Motor Vehicle Exhibition at Olympia from September 15th to the 25th. This last, should be particularly interesting in view of the interval which by that time will have elapsed since the last show of the kind. There is certainly no lack in the variety of machines that are offered to commercial motor users. The British journal, *Motor Transport*, recently published a *Buyers' Guide* from which it appears that there are on the British market a choice of 300 petrol-driven machines, 55 steam wagons, 20 steam tractors, 40 electric vehicles, and 35 fire engines. These figures, of course, represent the number of varieties and not the number of manufacturers, and in many cases models that are scheduled differ from one another only in comparatively small details.

In the commercial vehicle section of the industry it is quite usual for a manufacturer to offer a great variety of models. The apparent number is rather artificially enlarged by the fact that a chassis intended for passenger work is often almost identical with one intended for the carriage of goods, differing only in one or two items as, for example, the wheel base or length of frame. Thus, for instance, Messrs. Thornycroft market seven types for the carriage of goods. These range from the new type A.1. for 30 cwt. loads up to type "Q" for net loads of six tons. A variation of the smallest model is the Subsidy Type which conforms to War Office requirements. For passenger work chassis are marketed closely corresponding to all the lighter types of goods-carrying vehicles. Throughout both ranges, however, there are many components common to several types, and consequently the output is not by any means sub-divided to the extent which might be imagined.

"ROADLESS" VEHICLES. Among the most noteworthy developments during the year has been the production of a variety of vehicles designed for work where no roads exist. Great improvements have been made in the design of chain tracks, and these are now applicable over a wide range from the one-ton lorry up to the most powerful types of steam tractor. At the lighter end of the scale is the "Guy Roadless" one-tonner, which has an engine developing about 33 h.p. and a worm-driven back axle.

In the system for which Roadless Tractor Limited are responsible, the new and important features are the lateral flexibility of the tractor which allows vehicles fitted with it to be steered like machines of ordinary type; the correct suspension of the track to allow it to conform to any inequalities of the ground, and the employment of rubber tired wheels preventing the vibration due to the action of the track from reaching the mechanism of the chassis, front wheels of ordinary type being retained. The resulting vehicle is easy to steer, since the flexible track occasions no inclination towards skidding.

The latest development is the application of this track to the Super-Sentinel steam tractor. The combination forms a machine of surprising capabilities, able, for instance, to climb embankments as steep as 1 in 1. The whole lay-out of the tractor is, of course, quite different from that of earlier machines of the locomotive type. The boiler is of the vertical water tube variety, and the engine is horizontal with two high pressure cylinders. The positions of the units are so chosen as to give really correct distribution of weights between the two axles and to allow of a truly efficient system of suspension.

FLEXIBLE SIX-WHEELERS. The second feature of the past year has been the progress made by the flexible six-wheeled type of vehicle, of which the Scammell was the pioneer and remains the outstanding example. The Scammell six-wheelers are now employed by well-known carriers such as Pickers and McNamara's. They are also largely used as road tank wagons. A few distributing firms of Shell-Mex Limited have over fifty at work, and the other big oil distributors are following their lead. The advantages of the type are obvious when exceptionally bulky or heavy loads have to be drawn, and equally for the carriage of long loads such as timber, girders, etc.

Sufficient time has now elapsed to prove the durability and long life of the Scammell type of vehicle, and also its extreme moderation in respect of running costs.

## UTILITY CARS.

Yet another direction in which progress is obvious is in the sphere of the utility car. Thus, the Trojan, though only introduced about a year and a half ago, is now employed in very large numbers. A big fleet is operating in Japan under taxicab bodies, and arrangements have been made for extensive export during the present year. The car is unquestionably suited for rough work owing to its simple mechanism, solid tyres, and exceptional springing.

At the last Olympia Show a very interesting innovation was the Heron light utility car built by the Stode Engineering Works, who are the manufacturers of the Westcar light cars. The Heron has a water-cooled engine placed amidships, and the arrangement of the mechanism is such as to eliminate the

necessity for a frame in the ordinary sense of the word. The body itself, which is constructed of "Consuta" plywood, forms all the frame that is required. The complete four-steer car is priced, ex works, at the low figure of £135. The original design emanated from Australia, the whole idea being the production of a low-priced car suitable for use under the worst possible conditions. Needless to say, the ground clearance is very adequate and the wheel track suitable.

## TRADE CARRIERS.

Light three-wheeled trade carriers of the motor cycle and sidecar type are being increasingly employed for express delivery work. In certain classes of retail trade they fill the shopkeeper's whole transport requirements. In other branches they are found extremely useful as auxiliaries to a fleet of motor vans, being employed, for effecting urgent deliveries or covering a district in which only a few small deliveries have to be made. Trade carriers are obtainable from several of the leading motor cycle manufacturers, but only a few specialise in them, really seriously. Thus, the 3 h.p. Royal Enfield combination is specially marketed as a delivery outfit at the same price as the ordinary passenger-carrying combination; namely, £200 ex works.

The B.S.A. motor cycles of 7.70 and 9.88 h.p. are sold with commercial van sidecars of sufficient capacity to take goods of considerable bulk. The same models and also the 3.7 h.p. are used in connection with tradesmen's box carriers of smaller size. The Company have also recently put on the market a good light box carrier specially designed for fitting to the 3.40 h.p. model only, forming a cheap combination well up to the work usually required of a machine of this kind—unless roads are exceptionally bad and heavy.

## TRACKLESS TROLLEY BUSES.

During the past twelve months there has been a considerable increase in the employment of trackless trolley buses in place of, or as supplementary to, tramway services. Statistics published in *Motor Transport* show that the trackless trolley cars owned by various municipal undertakings have covered upwards of two million miles in the year, an increase of about 30 per cent. The first operating in Birmingham alone has carried during the year nearly five million passengers. Ipswich and Wolverhampton are among the towns that have recently begun to use trolley buses. The former employ vehicles manufactured by the famous local firm, Messrs. Daimlers, Sims and Jefferies. This concern brings ample experience to the problem of the trolley bus having been the first English builder of electric battery-driven vehicles and small electric trucks for use in factories. Their trolley bus chassis is of the single motor type with a worm-driven back axle. It can be had either with the tramway type of controller or with a special controller combining hand and foot movements similar to those involved in driving a vehicle.

## NEW MODELS.

A considerable number of new models of commercial vehicles have been recently introduced by well-known British manufacturers. The latest is the 4-ton Dennis, which may be described as an improved edition of the 3-ton War Office Subsidy Model of that make, some 7,000 of which were supplied for military use during the War. The changes in design are all such as to render the vehicle even better suited to Overseas use. For example, the frame has been deepened and the cooling capacity of the radiator has been considerably increased. The new model also has a lower loading platform and longer springs, in connection with which volute auxiliary springs are fitted to prevent excessive bouncing. The engine develops approximately 50 h.p. and the chassis throughout is very strong and cleanly designed.

As previously mentioned, Messrs. Thornycroft have just put on the market a comparatively light vehicle for net loads of 30 cwt. This has a 25 h.p. engine with detachable head. The clutch and gear box are built up with the engine as one unit and the whole is mounted from three points on the sub-frame. The gear box gives four speeds, and the final drive is by worm gear. The chassis is one of those that qualifies under the War Department's subsidy scheme, which means that it is suited for military use in all parts of the world, and is therefore equally well suited for ordinary commercial use in Overseas markets.

## PNEUMATIC TYRES.

The use of pneumatic tyres on substantial passenger-carrying vehicles is extending considerably, and the costs of their employment are working out better than was expected, the life of the tyres proving in many cases to be very long. Thus a Karrier saloon bus operating in the hilly district of Chesterfield has covered over 40,000 miles in eleven months. The first puncture did not occur until the bus had run over 15,000 miles, and the next puncture at 27,000 miles. The record is equally creditable both to the chassis and to the tyres. As regards the former, an even finer record is that of a thirty-seater Karrier bus that has been in service in Yorkshire since 1921. This machine has now completed 130,000 miles without any serious breakdown and without an overhaul. It is on performance of this class that the British industry bases its claim for an increased share of business in the Overseas markets.

## FACTORIES BUSY.

That proofs of durability and long life are steadily bringing business to British factories is evidenced both by the much improved financial results that have recently been reported in many quarters, and also by the fact that the factories are almost all of them working at full pressure. Thus, for example in the Leyland shops, for several months past it has been necessary for a night shift to be regularly employed. Altogether, every indication leads to the conclusion that at long last the terrible depression under which the industry has been suffering is really passing away.



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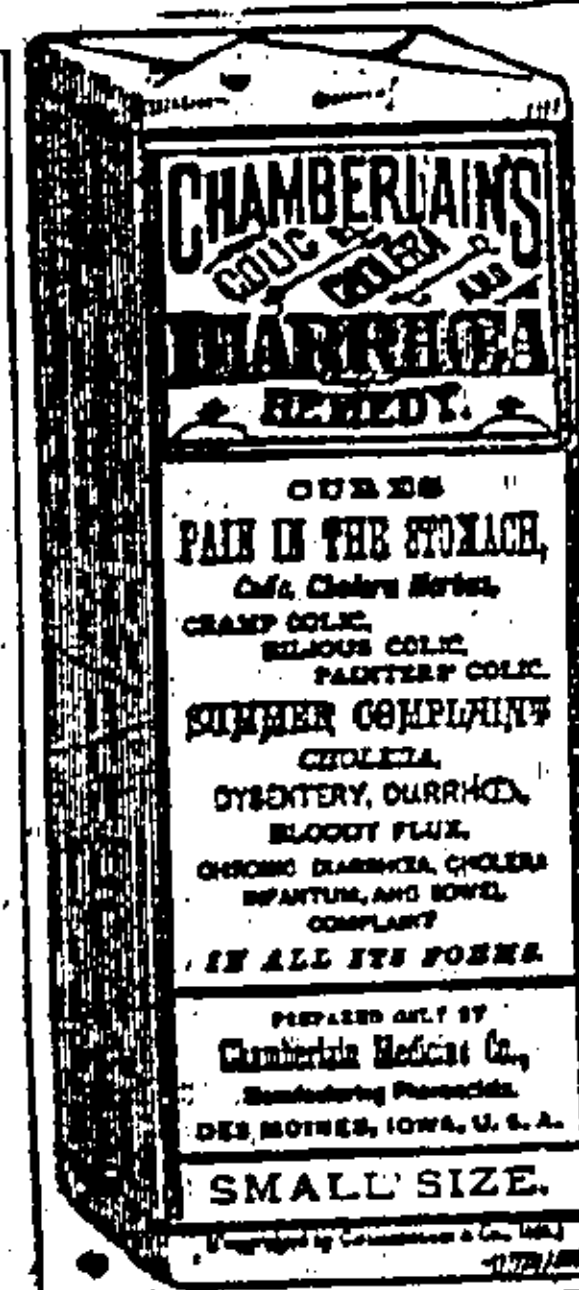
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## BETTER-LOOKING PEOPLE. STEADY IMPROVEMENT. COMPARISON WITH THE PAST.

Sir William Osprey, the famous artist and portrait painter, argues in the following article that the handsomer men and women of to-day are a result of the higher mentality of the age.

A year or so ago, he says, when critics were in full tongue telling the world how much it had deteriorated since the century before, I voiced the heresy that men and women were not only better looking, and therefore better minded, than they had ever been before, but that they were steadily improving. Every day confirms me in that belief.

It is my business in life to study faces. It is also my lot in doing my job to get to know automatically what is in the mind that is behind the face, and I do not hesitate to say that there is no such thing as a real beauty of face without beauty of mind. And there is a lot of both kinds of beauty about to-day.

Beauty is more than a regular bone structure covered with healthy flesh and skin, and whether a face is a fortune or not, it is always a hall mark.

It is not by sheer coincidence that you find in one profession hundreds of faces that look as though they had been turned out by the same mould. It is not salt water that shapes the sailor's face, or court rooms that shape the lawyer's or preaching the parson's.

A criminal's face proclaims his vice, whether he likes it or not, as clearly as an honest man's proclaims his worth. This is no more a coincidence than the fact that pipe-smokers, from Mr. Baldwin downward, cannot keep a pipe in their trousers. All faces and all appearances are shaped through an attitude of mind. As you think, so you become.

INSPIRED WITH BETTER THOUGHTS.

Do not suspect me of confusing features with expression. Expression is a physical change, and not something behind a face which shines through it. No one can sneer, smile, experience horror, languor, love, fear, or any emotion without using some of the innumerable face muscles to raise or lower eyebrows or eyelids, move the lips, produce a wrinkle or a dimple, or bringing about some actual change, even if it is only the dilation of the pupils.

When I see better-looking men and women about me I know they are inspired with better thoughts, and that these will be handed on to and multiplied on our great-grandchildren.

If we cannot look into the faces of the future to make sure that the race is improving, we can look at the past. Consider the good old days of one or two centuries ago, and compare the faces of these good old men and women with those of our own day. We have the excellent evidence of Gainsborough, Reynolds, Lely, and others to show us what they looked like.

Can beat his ancestors. Lely's pictures, for all I know, were not very like his sitters. They all look very much alike, but we may take it that he painted the type of his own day, and from his popularity we may assume that he was flattering rather than the reverse.

Even so, his pictures of the graceful backs of Charles's Court compare badly with the average strong-faced, square-jawed citizen of the present day. With our curls, ruffs and trappings of the Restoration, the average man of 1624 can beat his ancestors hollow for looks, physique, and manliness.

The average modern man cannot squeeze into the largest sizes of medieval coats of mail, and the modern girl would find it even more difficult to wear an Elizabethan stomacher.

Woman has not been left behind in the race. It may seem unfair to compare an outstanding beauty like Mrs. Siddons with the modern girl, but Miss 1924 does not suffer by the comparison. Mrs. Siddons's beauty was famous because beauty was rarer in her day. I can readily think of a dozen now who would outshine her. I see rivals for most of the other canvas beauties daily.

AVERAGE OF BEAUTY RISING. The average of beauty is rising, and it is rising because there is going on a steady rise in virtue. I do not use the word in any priggish sense, but for want of a better term to describe the inherent decency of instinct and goodness of mind which are evident all around us.

Exercise has improved our bodies, but it is the healthy mind that puts men and women into the sports field.

The war has been a big factor in helping to change us. Adversity best discovers virtue, and no great experience of suffering can leave us unchanged for the better.

The children of each new age start out with greater advantages than their parents. They have a greater accumulation of beauty, example and experience behind them, and they can start where their fathers left off.

A child surrounded by good cheerful pictures, wholesome books, and the good examples of his parents cannot fail to be affected beneficially by his environment.

We all become like the things we study and like those we love and with whom we come into daily contact. Example draws when precept fails.

## THIS YEAR'S HENLEY.

At the annual meeting of the stewards of the Henley Royal Regatta it was announced that this year's regatta would be held on July 1st, 2nd, 3rd and 4th. Mr. F. L. Pittman, of the Cambridge University Boat Club, was re-elected chairman of the Management Committee.

## NOVELISTS AT WORK. METHODS OF STORYTELLING. DESCRIBED BY THEMSELVES.

There has always been a great curiosity about authors and how they write their books. How do they get their plots, their characters, how do they write it all? are questions they are being asked continually. In the October number of *The Strand Magazine* the well-known author of *The Sign of the Cross* and other leading authors of today, revealing some very interesting facts. Below are printed some extracts from the symposium.

Mr. H. G. Wells writes everything: Advanced as he is in many ways, Mr. H. G. Wells is old-fashioned beside some novelists, because in the first place he writes everything. Not only so, but he generally uses large sheets of paper, such as we are accustomed to in the manuscripts of the Victorians. A sheet by him shows how second thoughts and fuller thoughts come to him, and how deftly they are woven in. His actual writing has a lift in it, a ballooning sort of touch, such as one finds in his novels. Moreover, when his script comes to typeset he still works on it, before it goes to the printer.

The late Joseph Conrad wrote with his hand, but went in his later years to England to try dictation. When he was engaged upon a big novel, like one of the Napoleonic times, which has been left unfinished, he attacked it in divers ways, by pen and by voice to a secretary. He would speak a part, until it typed, re-speak it, and so on, until he got where he wanted. If he had difficulty at a particular sitting, with one another, so that, altogether, his scheme of labour was long and arduous.

Mr. Bernard Shaw says that good writing represents the survival of about 2 per cent. of the notions that present themselves. "A glass of champagne or cider will lead to the survival of 23 per cent. or more; an author who is not completely sober is for serious literary purposes drunk." Mr. Shaw, who says that it often takes much longer to revise a page than to write it, describes his technical procedure as follows: "I write in shorthand, when and where I can. A great deal of my later work has been written in the train between Hatfield and King's Cross. Mr. Secretary transcribes this on to the typewriter. When I have gone over the typewritten at least twice (sometimes much oftener) it goes to the printer. I revise two successive sets of proofs very carefully, and check the corrections on a third. Then I go to press. In the case of a play I write dialogue first, and then work out the stage business and superimpose it."

Mr. Shaw advises all young authors to read, Anthony Trollope's *Autobiography*, now obtainable in a cheap edition. Mr. H. de Vere Stacpoole says frankly that he does not know how stories come to him: "I believe all characters and most scenes that are any good come from the cellars of the mind; a character may be drawn from a living human being, but it is no good vitality and additions from the dreams who are responsible for the dreams of man. I never dictate or use a typewriter. I can no more imagine a writer dictating a book than I can imagine a painter dictating a picture. I can't, somehow, imagine a man writing a book with his tongue—at least, a book worth reading."

Mr. W. E. Rieu is methodical: "Before starting to write a story I set down a group of characters, with their names, ages, and occupations. Then comes the planning of about 20 chapters, and not until that is done do I begin to write. For me the old-fashioned nib does the recording work, from beginning to finish."

Mr. Gilbert Frankau says he spends sometimes six months "drafting" out the exact scenario. Then he dictates from 10 till 1 and 5 till 7. He puts on "any final polish" with his pen on the typewriter of his final dictation.

## THE WOMEN'S UTOPIA. TWENTY YEARS HENCE.

According to Mr. Arnold Bennett, women are in for an easier time in the near future. The developments in electric cooking, heating, and lighting, and the simplification of the present dreary and monotonous household tasks, should give wives more freedom than they possess at present. Women will have more time on their hands; and Mr. Bennett blithely suggests that they will utilize that spare time in self-development. "They will have more time to see the world, to gather fresh ideas, and to become more interesting to themselves and to men."

This is glad news for both sexes, though the novelists fix the date of this domestic millennium as still twenty years ahead. It is open to question whether, with more spare time on their hands, women will utilize it in self-improvement. It is a common experience that men with too little to do, and too long to do it, do not go in for courses of character-building, and utilize their leisure in the development of their minds. Why should women?

The picture thus painted of Woman, enlightened, travelled and free, with personalities that impress even other women, and delight the other sex, is, however, more than 20 years distant. But we may look cheerfully forward to the women's millennium, for Woman knows her own immemorial job best—she does not mind being considered the weaker sex, because she does very well out of that alleged inferiority.

HIGH HEELS AGAIN.

A recent London cable to Australia says: The French effort to popularize low-heeled shoes has failed.

Englishwomen only pretended to like them. Though they were more comfortable, the wearers were conscious of loss of ankle charm. Some suffered from ankle neuralgia, which disappeared on their resuming high heels.

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having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where delivery can be obtained.

All Goods remaining undelivered after the 12th instant will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m., on the 11th February, 1925.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within two weeks of the Steamer's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

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TENNIS TOURNAMENT.

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Noon on SATURDAY, 14TH FEB-  
RUARY, 1925.

(1857)

## NOTICE.

NOTICE IS HEREBY GIVEN that consequent upon the Retirement of Mr. HORACE PERCY SMITH, the partnership subsisting between HORACE PERCY SMITH, JOHN HENNESSY SMITH and DANIEL M. FLEMING under the Firm Name of PERCY SMITH, SMITH & FLEMING in Hongkong and FLEMING, PERCY SMITH & SMITH in Manila, P.I., has been dissolved and that the Interest and Responsibility of JOHN HENNESSY SMITH in the Manila practice and DANIEL M. FLEMING in the Hongkong practice ceased on the 1st January, 1925.

Mr. JOHN HENNESSY SMITH will carry on the practice in Hongkong on his Own Account in the Firm Name and style of PERCY SMITH, SMITH & FLEMING, Incorporated Accountants.  
Hongkong, 9th February, 1925. (1846)

## CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

L.O.S.T.

A APPLICATION has been made to the General Managers of this Company to issue to Mr. R. DESAI of Hongkong, Thirteen Duplicate Certificates for One Thousand Seven Hundred and Sixty-three Shares in this Company, numbered 132138/132235 and 9971/99720-240 Old Shares, 129719/129720, 143349/143350 Old Shares, 8527/8528 and 23047/23048-100 Old Shares, 95631/95720-100 Old Shares, 92521/92520-100 Old Shares, 192797/192880-87 Bonus Shares, 49903/49913-100 New Shares, 457323/457398-78 New Shares, 206463/206562-100 New Shares, 206563/206662-100 New Shares, 305574/305673-500 New Shares, 355311/355410-100 New Shares, 355411/355510-100 New Shares, 355511/355610-100 New Shares the Certificates Nos. 8435, 8601, 8602, 8603, 11196, 10260, 10089, 11160, 11161, 11155, 11155, 11155-6 and 11157 dated 15th January, 1924, 21st January, 1924, 6th August, 1924, 13th March, 1924, 29th July, 1924, 21st August, 1924, and 17th November, 1924, have been lost or mislaid; and Notice is hereby given that if within Thirty Days from the date hereof No Claim or Representation in respect of such Original Certificates are made to the General Managers, they will then proceed to deal with such application.  
For CHINA PROVIDENT LOAN & MORTGAGE CO., LTD.,  
SHEWAN, TOMES & CO.,  
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St. George's Building, Hongkong, 19th January, 1925. (1745)

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NOTICE TO CONSIGNEES.

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All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 16th instant at 10 a.m.

All Claims must be presented within 15 days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to Rent.

Consignees of Cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

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Bills of Lading will be countersigned by FUENESS (FAB EAST), LTD.,  
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**BOSTON, NEW YORK & BALTIMORE**

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "KT. COMPANION" ... via Suez Canal ... 19th Feb.  
S.S. "KESUS" ... via Suez Canal ... 25th Feb.  
S.S. "LORENZO" ... via Suez Canal ... 7th Mar.  
S.S. "KASENGA" ... via Suez Canal ... 19th Mar.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON. HOLYOAK, MASSEY & CO., LTD., CANTON.

**M. MESSAGERIES MARITIMES M.**

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hongkong and Sailings for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
CHANTILLY	—	—	15th Feb. 1925
PORTHOS	—	—	1st Mar. "
ANGKOR	15th Jan. 1925	15th Feb. 1925	15th Mar. "
FONTAINEBLEAU	29th Jan. "	3rd Mar. "	29th Mar. "
ANGERS	13th Feb. "	17th Mar. "	13th Apr. "
PAUL LECAT	26th Feb. "	31st Mar. "	26th Apr. "

**RATES OF PASSAGE MONEY TO MARSEILLES**

(Including Table Wine and Free Doctor's Attendance).

A CLASS (1st Class) ... 95.00. Od. B CLASS (1st Class) ... 85.00. Od.  
STEAMERS (2nd) ... 68.00. Od. STEAMERS (2nd) ... 80.00. Od.

Through Tickets to London and Leading Towns of Europe.  
Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

S.S. " " loading for HAYRE, ANTWERP

S.S. "YANG-TSE" from DUNKIRK, LONDON & HAYRE is due

to arrive about end of February.

Sailings subject to alteration without notice.

For full Particulars, apply to—

MESSAGERIES MARITIMES CO.,

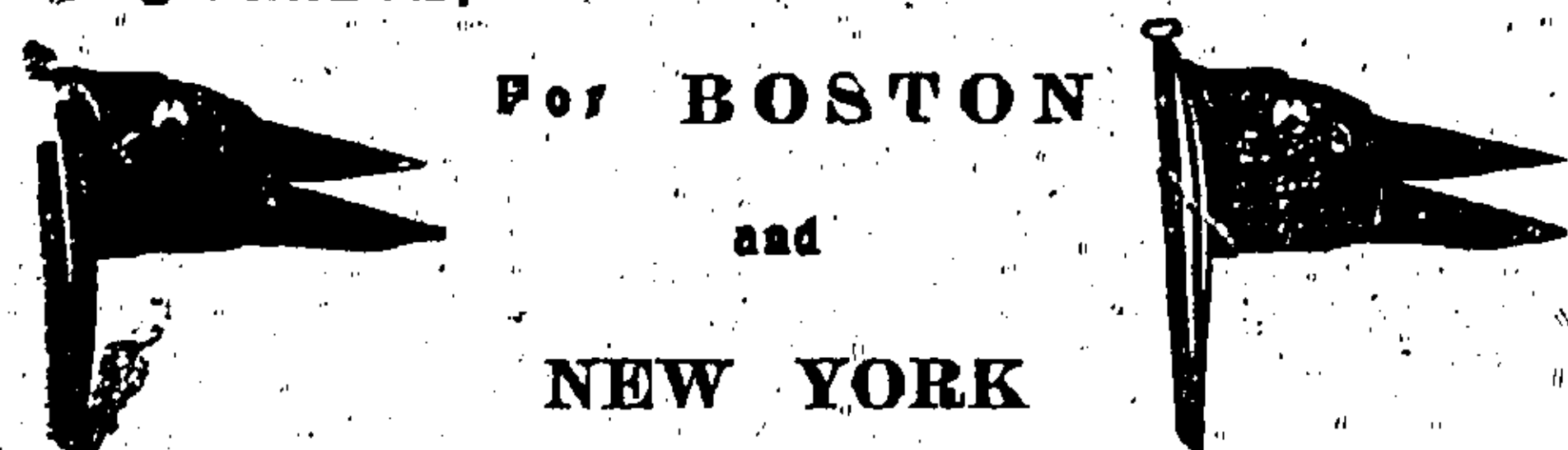
Telephone: Central 740.

3, Queen's Buildings.

CONSIGNATION—TRANSHIP—REPRESENTATION

**PRINCE LINE, FAR EAST SERVICE**

Regular Sailings to Boston and/or New York by fast freight steamers.



S.S. "GAELIC PRINCE" ... 16th Feb. 1925.

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone Central 8105

Telegrams: Faraprice.

(Incorporated in Great Britain)

King's Building.

**P. & O., British India Apcar and Eastern & Australian Lines**

(COMPANIES Incorporated in ENGLAND).  
MAIL AND PASSENGER SERVICES  
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,  
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING  
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,  
EGYPT, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"SARDINIA"	8,884	18th Feb. Noon	Singapore, Penang, Colombo & Rangoon
"KASEMIR"	8,883	21st Feb. Noon	Marseilles, London, Antwerp & Hull
"MALWA"	10,941	7th Mar.	Marseilles & London
"JEYPORE"	8,818	11th Mar.	Singapore, Penang, & Bombay
"SOUFAN"	8,886	18th Mar.	Singapore, Penang, Colombo & Rangoon
"KAHGA"	9,005	21st Mar.	Marseilles, London & Antwerp
"KIDDERPORE"	8,834	21st Mar.	Singapore & Bombay
"SILHIA"	8,813	31st Mar.	Singapore, Penang, Colombo & Rangoon
"MANTUA"	10,903	4th Apr.	Marseilles & London
"KARMALA"	8,888	18th Apr.	Marseilles & London
"MACEDONIA"	11,089	2nd May	Marseilles & London
"NAGOYA"	8,884	18th May	Singapore, Penang, Colombo & Rangoon
"SARDINIA"	8,884	18th May	Singapore, Penang, Colombo & Rangoon
"SOUFAN"	8,886	28th May	Marseilles & London
"MOREA"	10,911	30th May	Marseilles & London
"KALYAN"	8,118	13th June	Marseilles & London
"MALWA"	10,941	27th June	Marseilles & London
"KASEMIR"	8,883	11th July	Marseilles & London
"MANTUA"	10,903	25th July	Marseilles & London

**BRITISH INDIA-APCAR SAILINGS**

S.S.	Tons	From Hongkong (about)	Destination
"TILAWA"	10,008	17th Feb. 1 p.m.	Singapore, Penang & Ceylon
"TALAMBA"	8,018	24th Feb.	do
"TAKLIWA"	7,938	9th Mar.	do
"TAKREA"	7,933	18th Mar.	do
"TAKADA"	6,948	27th Mar.	do
"TALMA"	10,000	18th Apr.	do

**EASTERN AND AUSTRALIAN SAILINGS (South)**

S.S.	Tons	From Hongkong (about)	Destination
"TANDA"	8,888	28th Feb.	Manila, Sandakan, Thursday
"ARAFURA"	8,000	1st Apr.	Island, Townsville, Brisbane
"ST. ALBANS"	8,888	3rd June	Sydney & Melbourne
"TANDA"	8,000	1st July	do
"ARAFURA"	8,000	31st July	do

The P. & O. S.S. Co., Ltd. steamers will also call at Singapore, Penang, Cebu, Kolaubagan, Tawau, Timor, Darwin, & other ports en route as indicated on the following—

Frequent connections from Australia with the following—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal (San Francisco, etc.)  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers from Southampton and London via Panama Canal.

**SAILINGS TO SHANGHAI AND JAPAN**

S.S.	Tons	From Hongkong (about)	Destination
"KASHGAR"	9,005	21st Feb.	Shanghai, Moji & Kobe
"BOUDAN"	8,886	21st Feb.	do
"TAIREA"	7,933	25th Feb.	Moji & Kobe
"BICILIA"	8,813	7th Mar.	Shanghai, Moji & Kobe
"ARAFURA"	8,000	7th Mar.	Moji & Kobe
"MANTUA"	10,903	7th Mar.	Shanghai, Moji & Kobe
"TAKADA"	6,948	7th Mar.	Moji & Kobe
"KARMALA"	8,888	21st Mar.	Shanghai, Moji & Kobe
"TALMA"	10,000	28th Mar.	Kobe
"MACEDONIA"	11,089	3rd Apr.	Shanghai, Moji & Kobe
"ST. ALBANS"	8,888	4th Apr.	Moji & Kobe
"BARDINIA"	8,884	17th Apr.	Shanghai, Moji & Kobe
"NAGOYA"	8,884	23rd Apr.	do
"MOREA"	10,911	1st May	do
"BONDAN"	8,888	1st May	do
"TANDA"	8,000	9th May	do
"KALYAN"	8,118	16th May	Moji & Kobe
"MALWA"	10,941	28th May	Shanghai, Moji & Kobe
"ARAFURA"	8,000	6th June	Moji & Kobe
"KASEMIR"	8,883	13th June	Shanghai, Moji & Kobe
"MANTUA"	10,903	20th June	do
"ST. ALBANS"	8,888	4th July	Moji & Kobe
"KASHGAR"	9,005	10th July	Shanghai, Moji & Kobe
"MACEDONIA"	11,089	24th July	do

All dates are approximate and subject to alteration without notice.

**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS**

\* Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the ship on carrying steamer.

All Cables are fitted with Electric Fans free of charge.

Passes measuring not more than 24 ft. x 8 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG.

Agents.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers, having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAIPHONG	—	Capt. Ellis Walker	Friday, 13th Feb. at 1 p.m.
HAICHING	—	Capt. A. H. Stewart	Tuesday, 17th Feb. at 1 p.m.
HAISING	—	Capt. W. G. Passmore	Friday, 20th Feb. at 4 p.m.

Arrivals and Departures from the Company's Wharf (near Black Flag).

Round Trip Tickets will be issued from Hongkong to Fuchow (Fuchow and Return by the same Steamer by the "HAICHING" "HAISING" and "HAICHING" at the Reduced Rate of \$50.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LARPAIK & CO.,

General Managers.

**CHINA NAVIGATION CO., LIMITED.**

SAILINGS SUBJECT TO ALTERATIONS.

Ports	Steamers	Date of Departure	Time
SWATOW & SHANGHAI	"SHANTUNG"	On 13th Feb.	3 p.m.
SHANGHAI	"CHINKIANG"	On 13th Feb.	3 p.m.
SWATOW & TSINGTAO	"CHUSAN"	On 14th Feb.	Noon
SWATOW & HANGKOW	"KATING"	On 15th Feb.	11 a.m.
SWATOW & SINGAPORE	"KUNGHOW"	On 15th Feb.	11 a.m.
SWATOW & SHANGHAI	"SUNNING"	On 15th Feb.	11 a.m.
SHANGHAI, WEIHAIWEI, CHEFOO & TIENTSIN	"NANNING"	On 15th Feb.	Noon
WEIHAIWEI, CHEFOO & TIENTSIN	"KURICHOW"	On 15th Feb.	4 p.m.
AMOY & SHANGHAI	"SINKIANG"	On 16th Feb.	5 p.m.
SHANGHAI & TSINGTAO	"LINAN"	On 18th Feb.	Noon
HOIHOW, FAKHOI & HAIPHONG	"TAMING"	On 19th Feb.	11 a.m.
AMOY, SWATOW & SINGAPORE	"KIANGSU"	On 21st Feb.	11 a.m.
SHANGHAI & TSINGTAO	"KANGCHOW"	On 21st Feb.	Noon
SWATOW & HANGKOW	"KWANGCHOW"	On 22nd Feb.	11 a.m.
SWATOW & SHANGHAI	"SOOCHOW"	On 22nd Feb.	11 a.m.

SHANGHAI LINE—Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (via Swatow and extending to Fuchow), Tuesdays (via Amoy), Thursdays (via Swatow) and Saturdays (direct extending to Tsingtao). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

HANGKOW LINE—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.

TELEPHONE CENTRAL 33.

CARGO AND PASSAGE CAN BE ISSUED AT THE OFFICE OF BUTTERFIELD & SWIRE.

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**AUSTRALIAN ORIENTAL LINE**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.  
SAILINGS SUBJECT TO ALTERATION

Steamer	Due at Hongkong on or about	Due to sail for Manila, Port Bangue, Thursday Is., & Aus. Ports on or about
"TAIYUAN"	23rd Feb.	23rd Feb.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian Ports.

For freight and passage, apply to— BUTTERFIELD & SWIRE, Agents.

Telephone No. Central 33.

**DODWELL & CO., LTD.**

NEW YORK BERTH.

FOR NEW YORK AND BOSTON via SUEZ.

S.S. "WRAY CASTLE"	—	Sailing 6th March
S.S. "BOWES CASTLE"	—	Sailing 6th April

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

\$66.

NEXT SAILINGS

OUTWARD FOR SPANGHAI, YOKOHAMA, KOBE AND MOJI

S.S. "LACONIA"	—	Sailing 17th Feb.
S.S. "PERSIA"	—	Sailing 12th Mar.
S.S. "DUCHESSE D'AOSTA"	—	Sailing 12th Apr.
S.S. "ROSANDRA"	—	Sailing 10th May

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "FIUME-L"	—	Sailing 27th Mar.
S.S. "PERSIA"	—	Sailing 2nd Apr.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI"	—	Sails about 16th March
S.S. "UMONA"	—	Sails about 16th April

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED

Telephone Central 1039.

Agents

**Y. K. Yamashita Steamship & Mining Co., Ltd.**

Steamship Owners, Shipping & Marine Insurance Brokers.  
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG

HAIPHONG via Hoihow & Fakhoh

For KEELUNG via Swatow & Amoy

For further particulars, please apply to—

Branch Office: No. 27, Nathan Street West.

Tel. Central 2114.

K. MITARAI, Agents.

Two Floor King's Building.

Tel. Central No. 140 & 4477.



